THE
JOURNAL OF A VOYAGE
UNDERTAKEN BY ORDER OF
HIS PRESENT MAJESTY,
For making DISCOVERIES towards the
NORTH POLE,
BY THE
Hon. COMMODORE PHIPPS,
AND
CAPTAIN LUTWIDGE,
IN HIS
MAJESTY'S SLOOPS
RACEHORSE AND CARCASE.

To which is prefixed,

An Account of the ſeveral VOYAGES undertaken for the Diſcovery of a North-eaſt Paſſage to China and Japan.

LONDON:
Printed for F. NEWBERY, at the Corner of St. Paul's Church Yard.

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1774

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Reg. 53944.73 K

Rec^d May 1. 1845
Bought with the Bequest of
Hon Wm Prescott of Boston

BOUND. SEP 16 1911

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INTRODUCTION.

IT is fortunate for commerce, and the intercourſe of nations, that there is implanted in man's nature a deſire of novelty, which no preſent gratification can ſatisfy; that when he has viſited one region of the earth, he is ſtill, like Alexander, ſighing for another to explore; and that, after having eſcaped one danger in his progreſs, he is no leſs eager to encounter others, that may chance to obſtruct him in the courſe of his purſuits.

If the hiſtory of former hardſhips could have deterred men from engaging in new adventures, the Voyage, the particulars of which we are now about to relate, would probably never have been undertaken. The dreary regions that ſurround the poles are ſo little accuſtomed to feel the kindly influences of the enlivening ſun, and are ſo deſtitute of the ordinary productions of the earth in happier climates, that little leſs than one whole quarter of the globe is, by its ſterility, rendered uninhabitable by human beings, and but thinly occupied by a very inconſiderable number of the race of quadrupedes. The many and almoſt inſuperable difficulties that muſt therefore be expected in traverſing theſe forlorn deſarts, where no relief is to be

expected, but from the favourable interpoſition of that power, whoſe merciful providence extends to the remoteſt corners of the earth, are, upon reflection, enough to cool the ardour of the moſt enterpriſing, and to ſtagger the reſolution of the moſt intrepid.

In the contention between powers, equally formed by nature to meet an oppoſition, it may be glorious to overcome; but to encounter raging ſeas, tremendous rocks, and bulwarks of ſolid ice, and deſperately to perſiſt in attempts to prevail againſt ſuch formidable enemies; as the conflict is hopeleſs, ſo the event is certain. The hardieſt and moſt ſkilful navigator, after expoſing himſelf and his companions to the moſt perilous dangers, and ſuffering in proportion to his hardineſs the moſt complicated diſtreſſes, muſt at laſt ſubmit to return home without ſucceſs, or periſh by his perſeverance.

This obſervation will be ſufficiently juſtified, by a brief recapitulation of the Voyages that have been undertaken, with a view to the diſcovery of a North-eaſt Paſſage to China and Japan.

The firſt who attempted this diſcovery was Sir Hugh Willoughby, with three ſhips, ſo early as the year 1553, the æra of perilous enterprizes. This gentleman ſailed to the latitude of 75 degrees north, within ſight, as it is imagined, of New Greenland, now called Spitſbergen; but by a ſtorm was driven back,

and obliged to winter in the river Arzena, in Lapland, where he was frozen to death with all his company. He left upon his table a conciſe account of all his diſcoveries, in which he mentions, having ſailed within ſight of a country in a very high latitude, about which geographers are divided; ſome affirming, as has been ſaid, that it could be no other than New Greenland, afterwards diſcovered, and named by the Dutch Spitſbergen; others, that what he ſaw was only a fog-bank; and of this latter opinion is Capt. Wood, an able navigator, of whom we ſhall have occaſion to ſpeak hereafter.

To Sir Hugh Willoughby ſucceeded Capt. Burroughs, afterwards Comptroller of the Navy to Queen Elizabeth. This gentleman attempted the paſſage with better fortune, and returned full of hope, but without ſucceſs. He paſſed the North cape in 1556, advanced as far north as the 78th degree, diſcovered the Wygate, or ſtrait that divides Nova Zembla from the country of the Sammoyds, now ſubject to Ruſſia: and having paſſed the eaſternmoſt point of that ſtrait, arrived at an open ſea, from whence he returned, having, as he imagined, diſcovered the paſſage ſo painfully ſought, and ſo ardently deſired. Some affirm, his diſcoveries extended beyond the 80th degree of latitude, to a country altogether deſolate, where the mountains were blue and the valleys ſnow.

Be that as it may, the favourable report of Capt. Burroughs encouraged Queen Elizabeth to fit out two ſtout veſſels to perfect the diſcovery. The command of theſe ſhips was given to the Captains Jackman and Pett, who, in 1580, ſailed through the ſame ſtrait, that had been diſcovered by Burroughs, and entered the eaſtern ſea; where the ice poured in ſo faſt upon them, and the weather became ſo tempeſtuous, that after enduring incredible hardſhips, and ſuſtaining the moſt dreadful ſhocks of ice and ſeas, terrible even in the relation, they were driven back and ſeparated; and neither Pett nor his ſhip or crew were ever heard of afterwards.

After this diſaſter and diſappointment, the deſire of viſiting the frozen ſeas to the north-eaſt began to abate among the Engliſh, but was aſſumed by the Dutch with an obſtinate perſeverance, peculiar to that phlegmatic nation. The firſt Dutchman we read of who made the attempt was John Cornelius, of whoſe voyage, in 1595, we have but a very imperfect account; he was followed however in 1606 by William Barrans, or, as ſome write, Barents, an able and experienced ſeaman and mathematician, who being ſupplied with every neceſſary for ſo hazardous a voyage, by the generoſity and patronage of Prince Maurice, proceeded in the ſame courſe which had been pointed out to him by the Engliſh navigators; but having paſſed

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the Wygate, found the like incumbrances, and the like tempeſts which the Engliſh had experienced; and not being able to bear up againſt them, returned thoroughly convinced, that the wiſhed-for paſſage was not to be attained in that direction. However, he traverſed the coaſt of Nova Zembla, gave names to ſeveral promontories and head-lands, and planned to himſelf a new courſe to ſteer, by which he hoped to accompliſh what he had failed in diſcovering, by following the ſteps of thoſe who had gone before him.

In 1607, animated rather than diſcouraged by diſappointment, he entered upon his ſecond voyage, with the ſpirit of a man fully prepoſſeſſed with ſucceſs. He had heard, that ſome of the whalers, who had now begun to frequent the North Seas, had, either by deſign or accident, advanced much farther to the northward than thoſe who had been purpoſely fitted out upon diſcoveries; he therefore determined to ſteer to the northward of Nova Zembla, till he ſhould arrive at the height of the pole, under which he was perſuaded he ſhould find an open ſea; and, by changing his courſe to the ſouthward, avoid thoſe obſtructions which had retarded his paſſage to the north-eaſt.

In this hope he continued till he arrived on the coaſt of Nova Zembla, where, before he had reached the 77th degree, he was ſo rudely attacked by the mountains of ice, that every

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where assailed him, that not being able to withstand their fury, he was driven against the rocks, and his ship dashed to pieces. Barents and the greatest part of his crew got safe to land, but it was to experience greater misery than those underwent who perished in the attempt. They were obliged to winter in a country, where no living creature besides themselves appeared to have existence; and where, notwithstanding their utmost efforts to preserve their bodies from the cold, the flesh perished upon the bones of some of them, and others died of the most excruciating pains.

In this extremity, and notwithstanding the anguish they endured, those who survived had still the fortitude and ingenuity to frame a pinnace from the wreck of their broken ship, in which, at the approach of summer, they made sail for Lapland, but before they arrived at Colu, their Captain died, and with him the hopes of perfecting his discovery.

It was now the active season for naval enterprizes. Private adventurers began to fit out ships for the North Seas. Innumerable sea animals had been observed to bask upon the ice; the tusks of whose jaws were found to excel, in whiteness, the finest ivory, and their carcases to yield plenty of excellent oil. In the infancy of the whale fishery, these were pursued with the same eagerness, with which both the English and Dutch endeavour at this day to make the whales

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their prey, and perhaps with no leſs profit. In following theſe, many iſlands were diſcovered to which they reſorted; and, in courſe of time, the ſeas that were ſo formidable to the firſt diſcoverers, became frequented at the proper ſeaſons by the ſhips of every nation.

Foreign navigators, however, were more ſanguine in their notions of a north-weſt paſſage, than of the exiſtence of a paſſage to the north-eaſt; and it was not till many unſucceſsful trials had been made to diſcover the former, that the latter was again attempted. The celebrated Hudſon, who diſcovered the ſtraits that leads to the great weſtern bay, which ſtill bears his name; after he had exerted his ſkill in vain to find a paſſage weſtward, was perſuaded at laſt to undertake a voyage in ſearch of a paſſage to the north-eaſt. This he performed in 1610, but being diſcouraged by the miſcarriages of others, and the fatal iſſue that had attended their obſtinate perſeverance, on viewing the face of the country, examining the currents, and traverſing an immenſe continent of ice, that ſtretched along the ocean, in a direction from eaſt ſouth-eaſt to weſt north-weſt, he concluded, that no paſſage could be practicable in that direction, and therefore returned without making any other material diſcovery.

From this time till the year 1676, the proſecution of this diſcovery was totally neglected by the Engliſh; and though the Dutch whalers

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amuſed the world with wonderful relations of their near approach to the pole, yet little credit was given to their reports till the arrival of one John Wood, who had accompanied Sir John Narborough in his voyage to the South Sea, with a view to eſtabliſh a new trade with the Chilians, and natives of that vaſt tract of country, reaching from the Straits of Magellan to the confines of Peru.

This able and enterprizing navigator, being himſelf an excellent mathematician and geographer, and reading in the Philoſophical Tranſactions a paper, by which the exiſtence of a north-eaſt paſſage to the eaſtern or Indian ocean was plauſibly aſſerted, and this exactly coinciding with his own notions of the conſtruction of the globe, he was induced, by this and other reaſons, to apply to King Charles the Second for a commiſſion to proſecute the diſcovery; the accompliſhment whereof, it was ſaid, would add to the glory of his Majeſty's reign, and immenſely to the wealth and proſperity of his kingdoms.

Many about the Court of that needy Prince, hoping to ſhare in the profits of the voyage, were earneſt in prevailing with his Majeſty to forward the deſign, who being himſelf fond of novelty, ordered the Speedwell Frigate to be fitted out at his own charge, manned, victualled, and provided with every neceſſary; while the Duke, his brother, and ſeven other courtiers,

tiers, joined in the purchaſe of a Pink of one hundred and twenty tons, to accompany her, which hey likewiſe manned and victualled, and furniſhed with merchandizes, ſuch as were thought marketable on the coaſts of Tartary or Japan; the countries they moſt probably would firſt fall in with after their paſſage through the North Sea.

Theſe ſhips being in readineſs, and commiſſions made out for their Commanders, Captain Wood was appointed to direct the expedition, on board the Speedwell, and Captain Flawes to bear him company on board the Proſperous.

On the 28th of May 1676, they ſailed from the Buoy of the Nore, with the wind at ſouth-weſt; and on the 4th of June caſt anchor off Lerwick, in Braſſey Sound, where they continued ſix days, to take in water and recruit their ſtores.

On Saturday the 10th they weighed anchor and continued their voyage; and on the 15th they entered the Polar circle, where the ſun at that ſeaſon of the year never ſets. At noon the Speedwell broke her main-top-ſail-yard in the ſlings, the firſt diſaſter that had happened, which, however, was eaſily repaired. The weather now began to grow hazey, a circumſtance that frequently happens in the Polar regions, and darkens the air with the obſcurity of night.

From this time till June 22, when they fell in with the ice in latitude 75 degrees 59 mi-

nutes north, nothing material occurred. On that day, at noon, they obſerved a continent of ice ſtretching to an imperceptible diſtance, in a direction from eaſt-ſouth-eaſt and weſt-north-weſt. They bore away along the ice till the 28th, when they found it join to the land of Nova Zembla.

On the 29th they ſtood away to the ſouth, to get clear of the ice; but unfortunately found themſelves embayed in it. At 11 at night the Proſperous bore down upon the Speedwell, crying out, ice upon the weather-bow, on which the Speedwell clapt the helm hard a weather, and veered out the main-ſail to ware the ſhip; but before ſhe could be brought too on the other tack, ſhe ſtruck on a ledge of rocks, and ſtuck faſt. They fired guns of diſtreſs, but were not heard, and the fog being ſo thick, that land could not be diſcerned, though cloſe to the ſtern of their ſhip; no relief was now to be expected, but from Providence and their own endeavours. In ſuch a ſituation, no deſcription can equal the relation of the Captain himſelf, who, in the language of the times, has given the following full and pathetic account.

"Here, ſays he, we lay beating upon the rock in a moſt frightful manner, for the ſpace of three or four hours, uſing all poſſible means to ſave the ſhip, but in vain; for it blew ſo hard, that it was wholly out of our power to carry

carry out an anchor capable to do us any ſervice. At length we ſaw land cloſe under our ſtern, to the great amazement of us all, which before we could not ſee for the foggy weather; ſo I commanded the men to get out the boats before our maſt came by the board, which was done. I ſent the boatſwain towards the ſhore in the pinnace, to ſee if there was any poſſibility of landing, which I much feared, becauſe the ſea ran ſo high. In half an hour he returned with this anſwer, that it was impoſſible to land a man, the ſnow being in high cliffs, the ſhore was inacceſſible. This was bad tidings; ſo then it was high time to think on the ſafety of our ſouls, and we went all together to prayers, to beſeech God to have mercy on us, for now nothing but individual ruin appeared before our eyes. After prayers, the weather cleared up a little, and looking over the ſtern, I ſaw a ſmall beach directly with the ſtern of the ſhip, where I thought there might be ſome chance of getting on ſhore. I therefore ſent off the pinnace a ſecond time, with ſome men in her to be firſt landed, but ſhe durſt not venture to attempt the beach. I then ordered out the long-boat with twenty men to land, who attempted it, and got ſafe on ſhore. They in the pinnace ſeeing that, followed, and landed their men likewiſe, and both veſſels returned to the ſhip without any accident. The men on

ſhore deſired ſome fire-arms and ammunition, for there were many bears in ſight. I therefore ordered two barrels of powder, ſome ſmall arms, ſome proviſions, with my own papers and money, to be put on board the pinnace; but as ſhe put off from the ſhip's ſide, a ſea overſet her, ſo that all was loſt, with the life of one man, and ſeveral others taken up for dead. The pinnace likewiſe was daſhed to pieces, to our great ſorrow, as by that diſaſter, one means of eſcaping from this diſmal country, in caſe the Proſperous deſerted us, was cut off. The long-boat being on board, and the ſea running high, the boatſwain and ſome others would compel me and the Lieutenant to leave the ſhip, ſaying it was impoſſible for her to live long in that ſea, and that they had rather be drowned than I; but deſiring me when I came on ſhore, if it were poſſible, to ſend the boat again for them. Before we got half way to ſhore the ſhip overſet, ſo making all poſſible haſte to land the men we had on board, I went off to the ſhip again, to ſave thoſe poor men who had been ſo kind to me before. With great hazard I got to the quarter of the ſhip, and they came down the ladder into the boat, only one man was left behind for dead, who had before been caſt away in the pinnace; ſo I returned to the ſhore, though very wet and cold. We then hauled up the boat, and went up the land about a flight ſhot, where our men were making

making a fire and a tent with canvaſs and oars, which we had ſaved for that purpoſe, in which we all lay that night wet and weary. The next morning the man we left on board having recovered, got upon the mizzen-maſt, and prayed to be taken on ſhore, but it blew ſo hard, and the ſea ran ſo high, that tho' he was a very pretty ſailor, none would venture to bring him off.

The weather continuing blowing with extreme fogs, and with froſt and ſnow, and all the ill-compacted weather that could be imagined put together, we built more tents to preſerve ourſelves; and the ſhip breaking in pieces, came all on ſhore to the ſame place where we landed, which ſerved us for ſhelter and firing. Beſides, there came to us ſome hogſheads of flour, and brandy in good ſtore, which was no little comfort in our great extremity. We now lay between hope and deſpair, praying for fair weather, that Captain Flawes might find us, which it was impoſſible for him ever to do while the weather continued foggy; but fearing at the ſame time that he might be caſt away as well as we.

But ſuppoſing we never were to ſee him again, I was reſolved to try the utmoſt to ſave as many as I could in the long-boat. In order thereunto we raiſed her two feet, and laid a deck upon her to keep the ſea out as much as poſſible; and with this boat, and thirty men, for ſhe would carry no more, I intended to row

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and ſail to Ruſſia, but the crew not being ſatiſfied who ſhould be the men, began to be very unruly in their mind and behaviour, every one having as much reaſon to ſave himſelf as another, ſome holding conſultation to ſave the boat, and all to run the like fortune; but here brandy was our beſt friend, for it kept the men always fox'd, ſo that in all their deſigns I could prevent them. Some were in the mind to go by land, but that I knew was impoſſible to any man; neither had we proviſions nor ammunition to defend us from the wild beaſts; ſo the paſſage by land being impracticable, and no paſſage by ſea to be attempted till forty men were deſtroyed, I will leave it to the conſideration of any, whether we were not in a moſt deplorable condition, without the interpoſition of divine providence.

The weather continued ſtill very bad, with fogs, ſnow, rain, and froſt, till the 9th day of our being on ſhore, which was the 8th day of July, when in the morning it cleared up, and to our great joy one of our people cried out a ſail, which proved Captain Flawes; ſo we ſet fire to our town, that he might ſee where we were, which he preſently diſcovered, ſo came up, and ſent his boat to us; but before I went off, I wrote a brief relation of the intention of the voyage, with the accident that had befallen us, and put it into a glaſs bottle, and left it in the fortification I had there built; ſo by twelve o'clock

o'clock we all got ſafe on board, but left all on ſhore that we had ſaved from the ſhip; for we much feared it would prove foggy again, and that we ſhould be driven once more on this miſerable country; a country, for the moſt part, covered perpetually with ſnow, and what is bare being like bogs, on whoſe ſurface grows a kind of moſs, bearing a blue and yellow flour, the whole product of the earth in this deſolate region. Under the ſurface, about two feet deep, we came to a firm body of ice, a thing never heard of before; and againſt the ice-cliffs, which are as high as either of the fore-lands in Kent, the ſea has waſhed underneath, and the arch overhanging, moſt fearful to behold, ſupports mountains of ſnow, which, I believe, hath lain there ever ſince the creation."

Thus far in Captain Wood's own words. He adds, that by the tides ſetting directly in upon the ſhore, it may be affirmed with certainty, that there is no paſſage to the northward. One thing remarkable in his relation, and which ſeems to contradict the report of former navigators, is, that the ſea is there ſalter than he had yet taſted it elſewhere, and the cleareſt in the world, for that he could ſee the ſhells at the bottom, though the ſea was four hundred and eighty feet deep.

Being all embarked on board the Proſperous, on the 9th of July they changed their courſe, and ſteered for England; and, on the 23d of Auguſt,

Auguſt, they arrived ſafe in the Thames, without any remarkable accident intervening.

After the miſcarriage of this voyage, on which the higheſt expectations had been formed, the moſt experienced navigators in England ſeemed to agree, that a paſſage by the north, or north-eaſt, had no exiſtence. They were the more confirmed in this error, for an error it is, by the reaſons aſſigned by Capt. Wood, for changing his opinion on this matter; for, before he went upon the diſcovery, he was fully perſuaded himſelf, and likewiſe perſuaded many others, that nothing was more certain. When, however, he firſt ſaw the ice, he imagined it was only that which joined to Greenland, and that no ſolid body of ice extended farther from land than twenty leagues; in this perſuaſion he altered his courſe, and coaſted along in the direction in which the ice lay, expecting, at every cape or head-land of ice, after running a certain diſtance, to find an opening into the Polar ocean; but after running two or three glaſſes to the northward in one bay, he found himſelf entangled in another; and thus it continued till his ſhip was wrecked. By this experiment, he found the opinion of Barents confuted, namely, "that by ſtearing "the middle courſe between Spitſbergen and "Nova Zembla, an open ſea might be at-"tained, in which a ſhip might ſafely ſail as "far as the pole." From his own experience, he

he therefore pronounced, that all the Dutch relations were forgeries which aſſerted, that any man had ever been under the pole; verily believing, that if there be no land to the northward of 80 degrees, that the ſea is there frozen, and always continues ſo; and grounding his opinion upon this remark, that if the body of ice which he ſaw were to be conveyed ten degrees more to the ſouthward, many centuries of years would elapſe before it would be melted.

To this poſitive aſſertion, however, may be oppoſed, the teſtimony of many credible perſons, ſome of whom have themſelves ſailed beyond the 80th degree of north latitude, and others, upon evidence, whoſe veracity there is no reaſonable cauſe to bring in queſtion.

Among the latter, the teſtimony of Mr. Joſeph Moxon, member of the Royal Society of London, muſt have conſiderable weight. In a paper which this gentleman cauſed to be printed in the Philoſophical Tranſactions, is this remarkable relation.

" Being about twenty years ago in Amſter-
" dam, I went into a public houſe to drink a
" cup of beer for my thirſt; and ſitting by
" the public fire, among ſeveral people, there
" happened a ſeaman to come in, who ſeeing a
" friend of his there, who he knew went the
" Greenland voyage, wondered to ſee him,
" becauſe it was not yet time for the Green-

" land fleet to come home, and aſked him,
" what accident had brought him home ſo
" ſoon? His friend (who was the ſteerſman)
" anſwered, that their ſhips went not out to
" fiſh, but only to take in the lading of the
" fleet, to bring it to an early market. But,
" ſaid he, before the fleet had caught fiſh
" enough to lade us, we, by order of the
" Greenland Company, ſailed unto the north
" pole, and came back again. Whereupon,
" ſays Moxon, I entered into diſcourſe with
" him, and ſeemed to queſtion the truth of
" what he ſaid; but he did aſſure me it was
" true, and that the ſhip was then in Amſter-
" dam, and many of the ſeamen belonging to
" her ready to juſtify the truth of it; and told
" me, moreover, that they had ſailed two
" degrees beyond the pole. I aſked him,
" if they found no land or iſlands about the
" pole? He anſwered, no; there was a free
" and open ſea. I aſked him, if they did not
" meet with a great deal of ice? He told me,
" no; they ſaw no ice about the pole. I aſked
" him, what weather they had there? He told
" me, fine warm weather, ſuch as was at Am-
" ſterdam in the ſummer-time, and as hot. I
" ſhould have aſked him more queſtions, but
" that he was engaged in diſcourſe with his
" friend, and I could not, in modeſty, inter-
" rupt them longer. But I believe the ſteerſ-
" man ſpoke truth; for he ſeemed a plain, ho-
" neſt,

" neſt, and unaffectatious perſon, and one who " could have no deſign upon me."

To authenticate this relation it has been obſerved, that under the poles, the ſun in June being 23 degrees high, and having little or no depreſſion towards the horizon, always, as it were, ſwimming about in the ſame elevation, might invigorate that part of the hemiſphere with more heat than he does our climate; when he is, in the winter, no more than 15 degrees at the higheſt, and but eight hours above the horizon; in which ſpace the earth has time to cool, and to loſe, in the night, the influences of heat which it receives in the day.

Another report upon like evidence was made to King Charles the Second, by Capt. Goulden, who being a Greenland whaler himſelf, ſpoke with two Hollanders in the North Seas, that had ſailed within one degree of the pole, where they met with no ice, but a hollow grown ſea, like that in the Bay of Biſcay.

A ſtill more credible teſtimony is, that about the year 1670, application being made to the States General for a charter to incorporate a company of merchants to trade to Japan and China, by a new paſſage to the north eaſt; the then Eaſt India Company oppoſed it, and that ſo effectually, that their High Mightineſſes refuſed to grant what the merchants requeſted.

At that time it was talked of in Holland, as a matter of no difficulty to ſail to Japan by the

way of Greenland; and it was publickly aſſerted and believed, that ſeveral Dutch ſhips had actually done it. The merchants being required to verify this fact, deſired that the journals of the Greenland ſquadron of 1655 might be produced; in ſeven of which there was notice taken of a ſhip which that year had ſailed as high as the latitude of 89; and three journals of that ſhip being produced, they all agreed, as to one obſervation taken by the maſter, Auguſt 1, 1655, in 88 degrees 56 minutes north.

But a proof inconteſtible, is the teſtimony of Captain Hudſon, who ſailed in 1607 to the latitude of 81 degrees 30 minutes north, where he arrived on the 16th of July, the weather being then pretty warm.

Add to all theſe, that the Dutch, who were employed in 1670, in endeavouring to find a north-eaſt paſſage, advanced within a very few degrees of that open ſea, which is now commonly navigated by the Ruſſians, and which would infallibly have brought them to the coaſts of China and Japan, had they perſevered in the courſe they were purſuing.

It does not appear, however, from any authentic accounts that we can collect, that any voyage, profeſſedly for the diſcovery of a north-eaſt paſſage, has been undertaken by either public or private adventurers in England, ſince that of Capt. Wood in the year 1676, till the

preſent year: and it is more than probable, that if the Ruſſian diſcoveries on the north of Aſia had never taken place, the thoughts of finding a practicable paſſage from Europe in that direction, would have lain dormant for ever.

But the vaſt and enterprizing genius of Peter the Great, in forcing his ſubjects out of that obſcurity in which they had long been involved, has opened to the maritime powers new ſources of commerce, and furniſhed freſh motives for new enterprizes. From a people unacquainted with a veſſel bigger than a bark, and who knew no navigation but that of their own rivers, that wonderful Prince not only taught them the uſe of ſhips, but inſtructed them in the true principles of building and equipping them. Nay, he did more; for after making himſelf known and admired throughout Europe, he conceived the deſign of opening a communication with the remoteſt parts of the globe, and diſcovering to the world new countries which no European nation had ever yet explored.

With this deſign, he planned one of the boldeſt enterprizes that ever entered into the heart of man; and though he did not ſurvive to ſee it executed, the glory of the atchievement is wholly his.

The country of Kamſchatka was as much unknown to his predeceſſors, as it was to the reſt of the civilized nations of the earth; yet he

he formed the deſign of making that ſavage country the centre of the moſt glorious atchievements.

It was in the laſt year of this great Monarch's life, that he commiſſioned Capt. Behring to traverſe the wild, and then almoſt deſolate, country of Siberia, and to continue his route to Kamtſchatka, where he was to build one or more veſſels, in order to diſcover whether the country towards the north, of which at that time they had no diſtinct knowledge, was a part of America, or not; and if it was, his inſtructions authorized him to endeavour, by every poſſible means, to ſeek and cultivate the acquaintance of ſome European people, and to learn from them the ſtate of the country at which he ſhould arrive. If he failed in this, he was to make ſuch diſcoveries as circumſtances ſhould preſent, and commit to writing the reſult of his obſervations for the uſe of his Imperial maſter.

To enter minutely into the particulars of Capt. Behring's journey and voyage, would carry us beyond the limits preſcribed for this Introduction: let it ſuffice to ſay, that after ſurmounting incredible difficulties, and ſuffering hardſhips which none but a Ruſſian could have ſurvived, he executed his commiſſion ſucceſsfully, and returned to Peterſburg in ſafety, after an abſence of five years, in which time, beſides his voyage by ſea, he had travelled, in going

and

and returning, eighteen thouſand miles by land.

It is from the ſecond enterprizes of this aſtoniſhing man, and from the ſubſequent voyages of the Ruſſians, that we are able to aſcertain the exiſtence of a north-eaſt paſſage; and it is from thence, and from the late voyage of Capt. Phipps, that, we think, we may fairly infer the practicability of it.

It was ſome time about the year 1740, that Capt. Behring embarked on his ſecond voyage from Kamtſchatka, of which all that we know is, that he ſailed ſouthward to the iſles of Japan, and from thence eaſtward about 80 leagues. At that diſtance from Japan he diſcovered land, which he coaſted north-weſt, ſtill approaching to the north-eaſt cape of Aſia, which he doubled, and named Cape Shelvghenſki, not daring to land till he arrived at the mouth of a great river, where, ſending his boats with moſt of his crew on ſhore, they never more returned, being either killed or detained by the inhabitants, which made his diſcovery incompleat; for not having men ſufficient left to navigate the ſhip, ſhe went on ſhore on an uninhabited iſland, where the Captain unfortunately died.

From this voyage, however, we learn that the ſea, from the north-eaſt cape of Kamtſchatka, is open to the iſles of Japan, and from a ſubſequent account of Ruſſian voyages, publiſhed

liſhed in the Philoſophical Tranſactions, from a paper communicated by the celebrated Euler, it appears, that they paſſed along in ſmall veſſels, coaſting between Nova Zembla and the continent, at divers times in the middle of ſummer, when thoſe ſeas were open. The firſt expedition was from the river Oby, latitude 66 degrees north, longitude 65 degrees eaſt from London, and at the approach of winter, the veſſels ſheltered themſelves by going up the Janiſka, the mouth of which is marked in our maps in latitude 70 degrees north, and in longitude 82 degrees eaſt; from whence the next ſummer they proceeded to the mouth of the Lena in latitude 72 degrees north, and in longitude 115 degrees, into which they again retired for the winter ſeaſon. The third expedition was from the mouth of this river, to the fartheſt north cape of Aſia, in 72 degrees of north latitude, and in 172 degrees of eaſt longitude from London. Thus the Ruſſians having paſſed between the continent and Nova Zembla, and ſailed as far as the eaſternmoſt north cape, and the Engliſh and Dutch having repeatedly ſailed through the ſtraits that divide Nova Zembla from the continent, nothing can be a plainer demonſtration of the reality of a north-eaſt paſſage, than the ſum of the voyages here enumerated, when added together. The Engliſh and Dutch ſail to Wygatz, or the ſtrait of Nova Zembla; the Ruſſians ſail from

Wygatz

Wygatz to the north cape of Aſia; and Behring from the north cape to Japan. This is an incontrovertible demonſtration; yet it is obvious, that this courſe can never be practicable to ſhips employed in trade. The Ruſſians, by taking the advantage of an open ſea and mild weather, in three years time accompliſhed but part of a voyage, which, by the Cape of Good Hope, may be made in leſs than one. Who therefore would run the hazard of ſo deſperate a paſſage, for the ſake of reaping imaginary advantages by an intercourſe with ſavages, who, for aught we know, have nothing to exchange for European commodities, but the ſkins of bears, or the bones of monſters.

But tho' the paſſage to the northern countries of the eaſt was known to be impracticable to European navigators in this direction, it was worthy the greatneſs of a maritime people, to endeavour to determine the poſſibility of attaining the ſame end by another courſe.

The miſcarriage and death of Barentz, and the ſhipwreck of Capt. Wood, had left the queſtion undetermined, whether the regions adjoining to the pole are land or water, frozen or open ſea. The advantages from this diſcovery, beſides the glory reſulting from it, had the deciſion terminated in favour of navigation, would have been immenſely great. To have opened a new chanel of commerce at a time when our trade is languiſhing, would have revived the

drooping hopes of our manufacturers, and retained at home the numerous emigrants, who, for want of employment in their own country, are ſeeking new habitations, and new means of living in remote ſettlements, of the certainty of which they have no experience.

It muſt be acknowledged to the laſting honour of the noble Lord who preſides at the head of the admiralty board, and who patronized the undertaking, that the means to render it ſucceſsful, was in every reſpect proportioned to the importance of the diſcovery.

The veſſels that were made choice of were the propereſt that could be deviſed. Bomb ketches are in the firſt inſtance ſtoutly built, and not being over large, are beſt adapted for navigating ſeas that are known to abound with ſhoals and covered rocks: theſe veſſels, beſides their natural ſtrength, were ſheathed with plank of ſeaſoned oak three inches thick, to fortify them againſt the ſhocks and preſſure of the ice, that, in their progreſs, they muſt infallibly encounter. They were, beſides, furniſhed with a double ſet of ice poles, anchors, cables, ſails and rigging, to provide againſt the terrible effects of the ſevere and tempeſtuous weather, that frequently happens in high latitudes, even in the middle of the moſt temperate ſeaſons.

Nor was his Lordſhip leſs careful to provide for the comfortable ſubſiſtance of the men, than for the preſervation of their lives, by his wiſe

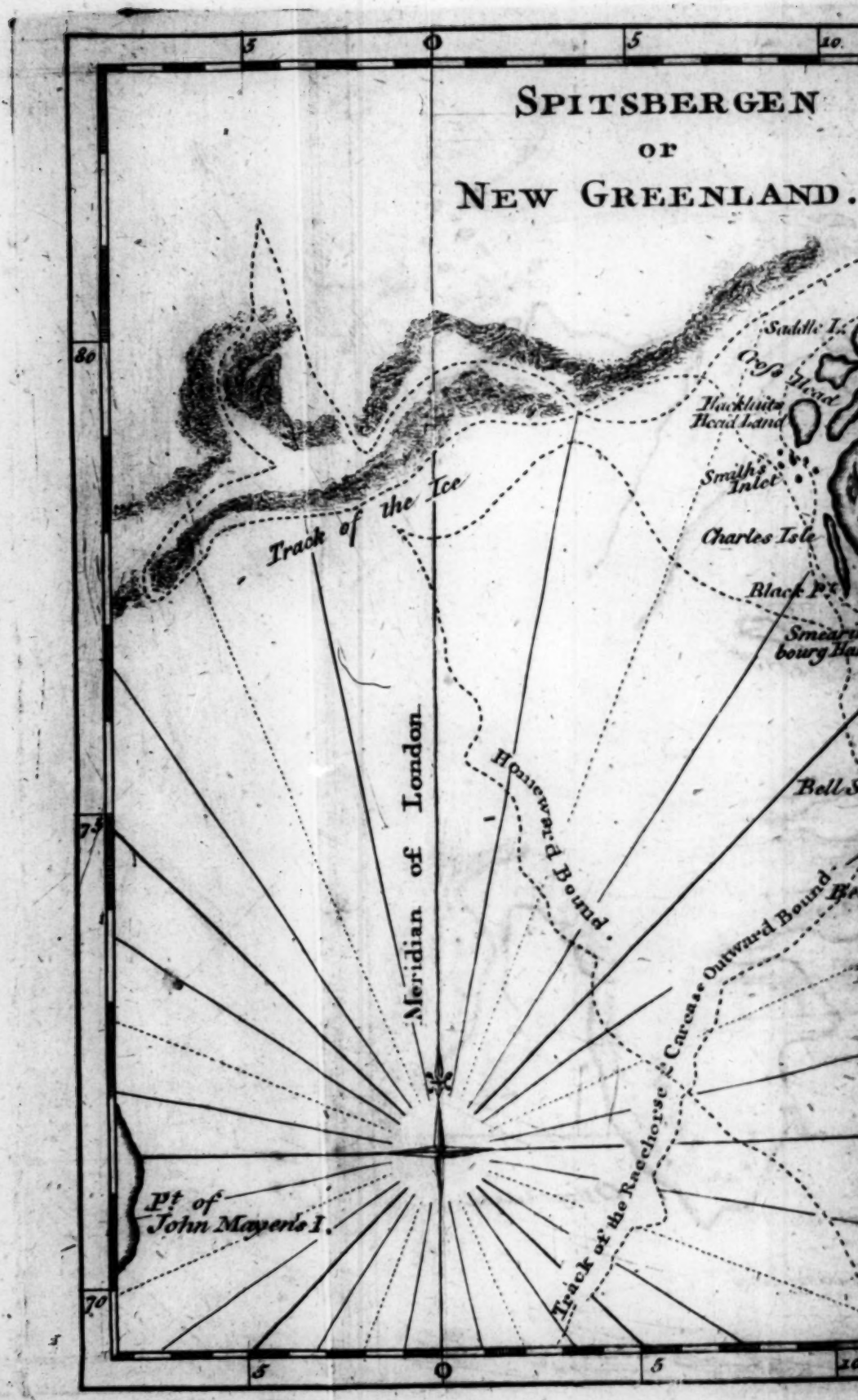
wiſe directions in equipping their ſhips. His firſt care was, to iſſue orders for killing and curing a ſufficient quantity of beef and pork in the beſt manner poſſible, that their proviſions might be good and freſh; and his next, to cauſe one hundred buts of porter to be brewed with the beſt malt and hops, that they might have proper drink to fortify them againſt the rigour of the climate they were about to paſs. Their peaſe, oatmeal, rice and moloſſus, were all provided with equal care, and when all things were in readineſs, the beer was ſtowed in the holds, and the vacancies filled up with coals, which ſerved as ballaſt, that firing might not be wanting to warm and dry them when cold, or wet with labour, or with watching. Add to this, that a double quantity of ſpirits were put on board, with a large proportion of wine, vinegar, muſtard, &c. &c. and what, we believe, was never before thought of in the fitting out of any King's ſhips, a conſiderable quantity of tea and ſugar for the ſick, in caſe any ſhould be ſeized with that dreadful diſorder, which rendered ſhip proviſions loathſome to Capt. James's men, who were conſtrained to winter in Charlton Iſland in 1632. Theſe men fell ſick and had ſore mouths, and could neither eat beef, pork, fiſh, nor potage; the Surgeon was every morning and evening obliged to pick their teeth, and cut away the pieces of rotten fleſh from their gums, yet they could eat

nothing but bread pounded in a mortar, and fried in oil, on which they ſubſiſted for ſeveral months. In caſe of accidents of this kind, and that tea ſhould fail to anſwer the purpoſes of nouriſhment, a quantity of portable ſoup was likewiſe provided. And to compleat the whole, a ſtock of warm cloathing was laid in, conſiſting of ſix fearnought jackets for each man, two milled caps, two pair of fearnought trowſers, four pair of milled ſtockings, and an excellent pair of boots, with a dozen pair of milled mitts, two cotton ſhirts, and two handkerchiefs.

Thus equipped and provided, the command of the Race Horſe was given to the Hon. Conſtantine Phipps, as Commodore, and that of the Carcaſe to Capt. Skiffington Lutwych; the firſt mounting eight ſix pounders and fourteen ſwivels, burthen three hundred and fifty tons; the latter four ſix pounders and fourteen ſwivels, burthen three hundred tons.

Thus being premiſed, let us now proceed to the Journal of the Voyage.

JOURNAL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Smith's Inlet
Charles Isle
Black Pt.
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Track of the Racehorse & Carcase Outward Bound.
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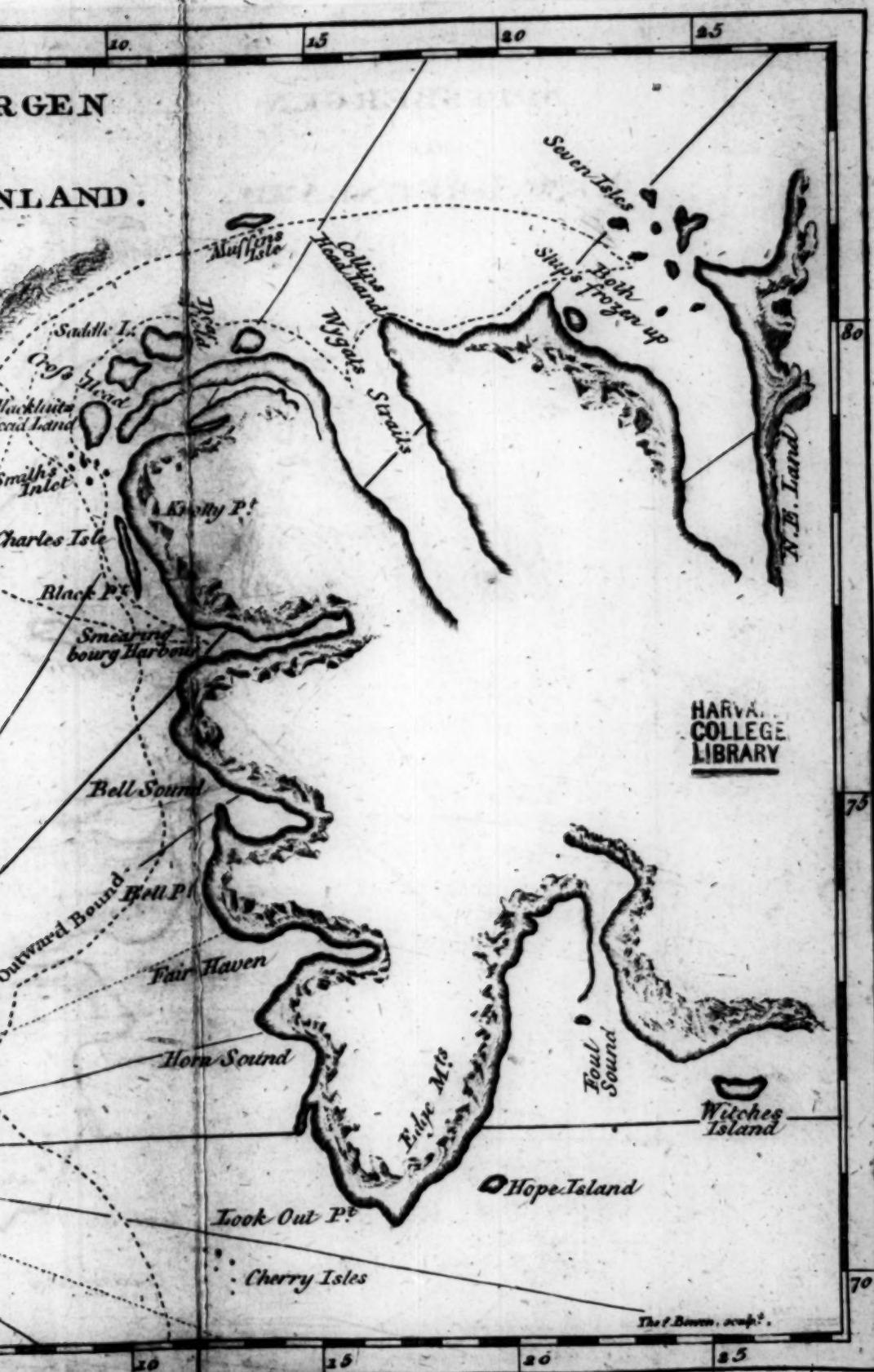
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Outward Bound
Fair Haven
Horn Sound
Foul Sound
Witches Island
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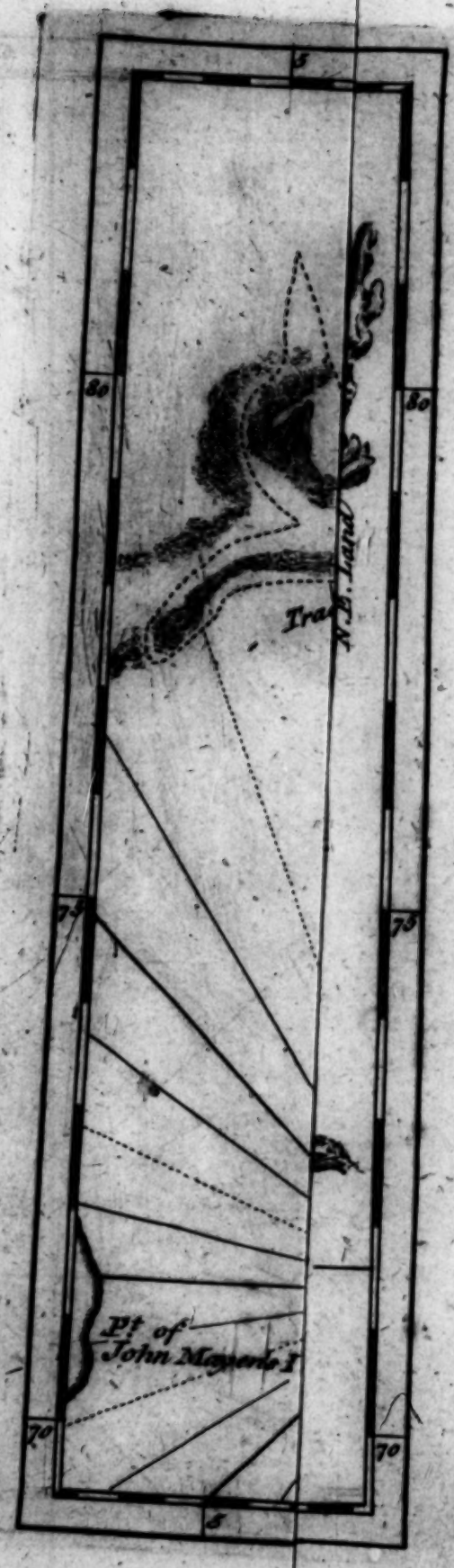
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JOURNAL OF A VOYAGE

TO DISCOVER THE

NORTH EAST PASSAGE;

UNDER THE COMMAND OF

THE HON. COMMODORE PHIPPS,

AND

CAPT. SKIFFINGTON LUTWYCH,

IN HIS

MAJESTY'S SHIPS RACE HORSE AND CARCASE BOMBS.

ALL things being now in readineſs, the officers on board, and the men paid their bounty-money of three pounds per man, according to his Majeſty's royal proclamation, for the encouragement of thoſe who ſhould voluntarily enter to undertake the voyage. On the 3d of June 1773, the Commodore made the ſignal to weigh; but previous to their departure, the Carcaſe having been judged too deep to navigate thoſe heavy ſeas through which ſhe was to paſs, the Captain obtained leave from the board of Admiralty to re-land ten of her compliment of men, and to put aſhore ſix of the eight ſix-pounders with which ſhe was equipped, with a quantity of proviſions, pro-

portioned to the number of men that it had been thought proper to diſcharge.

On Friday the 4th being off Sheerneſs, the wind weſt by north, and a freſh breeze, they took their departure, and continued their voyage without any material occurrence happening till Tueſday the 15th, when the Commodore made the ſignal to lie to. They were then off Braſſey Iſland, and many fiſhing-boats from Shetland being in ſight, the men were invited on board, and ſome fiſh purchaſed of them at a cheap rate.

On the 17th they took a new departure from Shetland, but the day following the fog thickened ſo much, that it almoſt approached to total darkneſs. During the continuance of the fog, the Commodore kept firing guns and beating drums, to prevent the Carcaſe from loſing company. As it was impoſſible that one could ſee the other at a ſhip's length, it was found the more neceſſary to repeat and return the firing, leſt they ſhould run foul of each other before they could be apprized of their danger. About five in the morning the miſt cleared up, and about nine the Commodore being in ſight, made the ſignal to the Carcaſe to ſteer north-eaſt. They were then in latitude 60 degrees 52 minutes north by obſervation; the north end of Shetland Iſland bearing north by weſt one half weſt, ſeven or eight leagues.

On the 17th they obſerved a ſail to the north-eaſt, which the Commodore brought to, and

ſpoke

ſpoke with. The breeze freſh, the weather hazy, and the wind variable, the Carcaſe carried away her main-top-maſt ſtudding ſail yard; which, however, was very ſoon ſupplied. Latitude this day by obſervation 62 degrees 53 minutes north.

Friday the 18th, being in the latitude of 65 degrees 9 minutes north, the cloathing allowed by the Government, of which notice has already been taken in the Introduction, was delivered out, and officers as well as men received their full proportion. This day the weather continued as before.

Saturday the 19th the weather varied to every point of the compaſs, the Commodore brought to, and ſpoke with the Carcaſe. Made ſail about three in the morning, and at nine a large ſwell. Tacked and ſtood to the eaſtward. Latitude 66 degrees 1 minute north; longitude from London 33 minutes weſt.

Sunday the 20th they purſued their courſe to the eaſtward, with the wind north-weſt, but variable; high breezes and clear air. They were now within the Polar circle, and at midnight had an obſervation of the ſun, and found their latitude 66 degrees 52 minutes north. Sounded on board the Commodore with a lead of one hundred weight, and a line of ſeven hundred and eighty fathom, to which was faſtened a thermometer of Lord George Cavendiſh's conſtruction. They found no bottom,

but

but the water was eleven degrees colder at that depth than on the ſurface. The Carcaſe ſounded with four hundred and fifty fathoms only.

Monday 21, light breezes and cloudy weather. They obſerved a whale on the north-eaſt quarter, the firſt they had yet ſeen in the north ſeas. The weather now began to ſet in ſevere; the nights cold and the days cloudy. The Commodore obſerving a whaling ſnow with Hamborough colours flying, fired a ſhot, and brought her to. She happened to be homeward bound with ſeals, and Mr. Wyndham, a gentleman of fortune, who had embarked on board the Commodore, with a view to proſecute the voyage, finding nothing but foul weather and heavy ſeas, to gratify his curioſity, and being withal unable to endure the ſea ſickneſs, took paſſage on board the Hamburgher, in order to return home; and having taken leave of his friends, by wiſhing them a happy voyage, the Snow's boat took him on board about ſeven in the morning, and at eight the Commodore and Carcaſe purſued their voyage.

Tueſday 22, the articles of war were read on board the Carcaſe. The weather began to be piercing cold; they had reached the 70th degree of north latitude, in a courſe nearly north, being only 14 minutes to the eaſtward of London; and from their leaving Shetland to this day, they had ſeen nothing remarkable; nor had any accident befallen either of the

ſhips

ſhips worth relating, except that of now and then ſnapping a rope, or breaking a yard; incidents eaſily repaired. This day it poured with rain; the air was thick, and the rain froze as it fell. Saw a large ſhip to the north-weſt, ſtanding ſouthward, but wanting no information that ſhe could give, they purſued their voyage without ſpeaking to her.

Wedneſday 23, the rain continued; the weather hazy; heard three guns fire at a diſtance, but ſaw no ſhip or other object. The whales are here in no great plenty, and few ſhips appear in the open ſea in purſuit of them. They generally at this ſeaſon frequent the bays and creeks near the ſhore, and only break away when they are purſued or wounded.

On Thurſday the 24th, the Commodore changed his courſe to eaſt-north-eaſt; and on the 25th they were in latitude 74 degrees 7 minutes north, and in 8 degrees 32 minutes eaſt longitude from London. Served out to the ſhip's company plenty of muſtard, pepper, vinegar, &c. The weather extremely cold and variable. At eight in the evening thick fog; at two in the morning freſh breezes; at eight clear weather; at eleven ſqually; and at noon calm, with ſleet and ſnow.

On Saturday the 26th, at midnight, they had an obſervation, and found themſelves in latitude 74 degrees 17 minutes north; freſh gales,

ſometimes rain, ſleet, and ſnow; at ſeven in the morning clear weather and an open ſea.

Sunday 27, light airs from the ſouthward, and cloudy weather; much warmer than the preceding day. It is remarkable, that the viciſſitudes of heat and cold are more frequent here than in the more ſoutherly latitudes. I often changes from temperate to extreme cold; and that ſuddenly.

It ſhould ſeem likewiſe, that the ice frequently changes its place in this latitude; or that it is more ſolid near land than in the open ſea; for, on the 23d of June 1676, Capt. Wood, being more to the eaſtward, fell in with ice right a-head, not more than a league diſtant. He ſteered along it, thinking it had openings, but found them to be bays. He ſounded, and found ground at one hundred and fifty-eight fathom, ſoft green ooze. In ſome places he found pieces of ice driving off a mile from the main body in ſtrange ſhapes, reſembling ſhips, trees, buildings, beaſts, fiſhes, and even men. The main body of ice being low and craggy, he could ſee hills of a blue colour at a diſtance, and valleys that were white as ſnow. In ſome places he obſerved drift wood among the ice. Some of the ice he melted, and found it freſh and good. This navigator never could advance farther to the north; but in ſeeking to penetrate the ice was ſhip-wrecked, as has been already related in the Introduction. He therefore judged the

the ice impenetrable, and that land or ice ſurrounded the pole. Our navigators found alſo much wood in this latitude floating about the ſhips, and ſaw great flocks of birds.

Monday 28, the weather altered; the wind weſt. Freſh breezes, with rain and ſleet. Latter part thick fog.

Tueſday 29, being in latitude 78 degrees north, and in longitude 6 degrees 29 minutes eaſt from London, came in ſight of land, when the ſhips brought to, and the Captains held a conſultation concerning their future courſe. The appearance of the land lay from eaſt-ſouth-eaſt to north-eaſt; and this day they ſpoke with the Marquis of Rockingham, Greenlandman, who, by their reckoning, were then in latitude 79 degrees 40 minutes north, though by that of the Commodore, their latitude was only 78 degrees 3 minutes. This difference, it it probable, ariſes from not making the proper allowance for refraction in this high latitude. The Greenlandman preſented each of the Commanders with a deer and a half, which they found well-flavoured veniſon, though not over fat. He likewiſe informed, that he had juſt come from the ice, and that the day before, three whalers had been cruſhed to pieces by its cloſing upon them ſuddenly.

Wedneſday 30, purſued their courſe. Cloudy weather. Half paſt four in the morning ſounded, one hundred and twelve fathoms ſoft

blue mud. At this time Black Point, ſo called from its dark appearance, bore north-eaſt by eaſt three quarters eaſt, at the diſtance of ſeven or eight leagues. At half paſt ſeven, in the morning, ſaw two ſail in the north-weſt quarter. At half paſt twelve tacked and ſtood to the eaſt. Sounded, and found ground at one hundred and fifteen fathom.

Thurſday July 1, light breezes and clear weather at midnight: the ſun as bright as at noon day. Black Point eaſt one half ſouth, diſtant ſeven leagues. At three in the morning made Charles's Iſland, and at nine ſaw a ſail to the weſtward whaleing; they were then in latitude 78 degrees 18 minutes north, by obſervation. Sounded, and found the ſame depth as before.

Friday 2, light airs and moderate weather. Lay to and took the altitude of a mountain, which they named Mount Parnaſſus; found it from the level of the ſea to be three thouſand nine hundred and ſixty feet high, covered with ſnow, and at a diſtance reſembling an ancient building, with ſomething like a turret a-top. The foot of this mountain, with the hills adjoining, have ſometimes a very fiery appearance, and the ice and ſnow on their ſides reſembling trees and ſhrubs, gliſſen with a brilliancy that exceed the ſplendor of the brighteſt gems. When this happens, a violent ſtorm generally ſuc-

ſucceeds. Here they ſhot ſome ſea fowl, but of an oily taſte.

Saturday 3, proved a perfect calm. They ſpoke with a Hollander, who foretold, that a degree or two farther north was the utmoſt extent of their progreſs this ſeaſon. Having doubled Cape Cold, they anchored in fifteen fathom water, about three miles from the land, and ſent the boats aſhore for water, which they found in abundance, pouring down in little ſtreams from the rocks. At five in the afternoon, by the mean of four azimuths, the variation was found to be 18 degrees 36 minutes weſt. Sounded, and found only ſixty-five fathoms, ſoft brown mud. Mount Parnaſſus eaſt-north-eaſt three or four leagues.—Among other reaſons which Capt. Wood gave for wiſhing to be employed on the diſcovery of the north-eaſt paſſage, one was, that he might have an opportunity of approaching the pole, in order to ſettle an hypotheſis, which he had long framed, whereby the inclination of the magnetical needle under the horizon, in all latitudes and in all longitudes, with the variation of the compaſs, might be exactly determined. This navigator imagined two magnetical poles to exiſt: and that, by approaching the one, he ſhould be able to determine the action of the other. It does not appear, that he ever explained his hypotheſis; and there never has been but one man, whoſe name was Williams, ſince his time,

time, who pretended to know any thing of the matter.

Saturday 4, light breezes and hazey weather. Sounded, and only twenty fathoms deep; rocky ground. Hacluit's Headland, or the northermoſt point of Spitſbergen, bearing north by eaſt ſeven leagues. Many whalers in ſight. Latitude by obſervation 79 degrees 34 minutes north, longitude from London 8 degrees 10 minutes eaſt. Thermometer forty-ſeven.

Monday 5, at two in the afternoon ſounded, and only fifteen fathom water; rocky ground. Thick fog. The Race Horſe fired guns as ſignals to keep company, which were anſwered by the Carcaſe. A dreadful crackling was heard at a diſtance, which proved the daſhing and grinding of the looſe pieces of ice againſt each other, which is heard at many leagues diſtance. Hacluit's Headland ſouth-eaſt by ſouth, diſtance ſix or ſeven leagues.

Tueſday 6, proved very foggy; the breezes ſlight, and iſlands of ice beginning to appear. At three in the afternoon the Commodore hauled up from a large body of packed ice, and the fog thickening, both ſhips kept firing volleys of ſmall arms, to prevent their loſing company. At half paſt ten in the evening, the extremes of the ice ſtretching from north-weſt to eaſt-north-eaſt, the Commodore bore away; and at half paſt twelve loſt ſight of it. At half paſt one in the morning heard a violent

ſurf

ſurf to the ſouth-eaſt. At two tacked and ſtood to the weſtward. At half paſt five the fog gathering, they began firing volleys of ſmall arms. At ſix ſaw the ice ſtretching from eaſt by ſouth, to north by eaſt; and at ſeven was within ſight of land. At ten Cloven Cliff ſtood eaſt-ſouth eaſt, diſtant about five or ſix leagues.

Wedneſday the 7th, the weather cloudy. They found themſelves beſet among the looſe ice, which increaſing continually, gave them incredible trouble. Obſerving that it thickened to the eaſtward, they hauled up, and ſtood to the weſtward; but in tacking, they were in danger of running foul. It was with difficulty they could keep any courſe, for the driffs of ice came ſo thick, as to whirl the ſhips about, as if in a whirl-pool.

Thurſday 8, the weather ſtill remaining cloudy, and the wind variable, both ſhips ſtill were entangled in the ice; and the Carcaſe, being driven to leeward, hoiſted out her long-boat to tow up with the Commodore. But the ice cloſing very faſt, it was impoſſible for the boats to live. Orders were then given to tack and ſtand to the ſouthward; but the ſhips not being able to make head againſt the accumulation of ice that continually gathered round them, were under a neceſſity of applying to their ice-anchors and poles, in order to warp through it. At half paſt eight in the evening, the ice beginning

ginning to open, they again hoiſted out their boats, and with difficulty towed the ſhips round a cape of ice projecting from the main body, and at laſt got clear. At ten the boats were hoiſted on board. In extricating themſelves from this dangerous ſituation, the Race Horſe had her beſt bower-anchor ſnapt in the ſhank, cloſe to the ſtock, and the Carcaſe loſt her ſtarboard bumpkin and head-rails.

It frequently happens, that ſhips beſet among the ice in the manner above related, periſh by being daſhed to pieces againſt the ſolid fields of ice, or cruſhed by the broken pieces crowding upon one another, and riſing ſo faſt about the ſhip, as to exceed the height of her ſides, and then there is no eſcaping. They were told by ſome experienced ſeamen, that the ice riſes out of the ſea as high ſometimes as mountains; and that ſeveral of theſe mountains, by ſtriking together and coaleſcing, form theſe iſlands of ice, that are frequently ſeen in the lower latitudes, driving up and down the ſea as the wind and tides direct them.

The greateſt danger to be apprehended, is, however, from the looſe ice; for the whalers often moor their ſhips to the ſolid fields of ice, that at certain ſeaſons ſeem to reſt upon the earth, and appear fixed to it, and there find the beſt fiſhing. In ſuch ſituations it often happens, that little or no looſe ice is to be ſeen; yet preſently upon a change of wind, or the

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the blowing of a ſtorm, it ſhall pour in upon them ſo ſuddenly, that they ſometimes periſh in it. It is not poſſible to account for the aſtoniſhing quantity that will gather in this manner in leſs than an hour's time.

Though it ſeems to be agreed, that many of the largeſt fields of ice are frozen to the depth of the ſea in which they are found, and that they are bedded on the ſolid earth, yet it is equally certain, that they are often rent aſunder by the raging billows; and that in breaking, they produce the moſt terrifying noiſe in nature; nay, it is aſſerted, that the claſhing of the pieces of looſe ice againſt each other, on any extraordinary agitation of the waves, is attended with a roaring ſo loud, that a man who is near it can hardly hear the ſound of his own voice.

Friday the 9th, they hauled up to the weſtward, and loſt ſight one of the other; but about nine next morning they came in ſight, and joined company. The weather being now piercing cold, the people had an additional quantity of porter and brandy delivered to them; two quarts of porter and a pint of brandy being now every man's daily allowance.

Saturday July the 10th, the breeze freſh, and the weather cloudy. They ſailed between numberleſs pieces of ice, among which they ſaw ſeveral whales, but none of the whalers in purſuit of them. The ice now becoming ſolid and

compact, they found it impracticable to continue their courſe. And the diſcovery of a paſſage to the pole in that direction (upon holding a conſultation) appearing impracticable to every officer on board of both ſhips, the Commodore, at ſeven in the evening, hauled cloſe to the wind; and the Carcaſe, as ſoon as ſhe could extricate herſelf, followed his example. The weather continuing foggy, with rain and ſnow, the ſailors were almoſt worn out with turning and winding; and although they uſed the utmoſt precaution in working through the narrows, yet they could not always avoid ſtriking againſt the mountains that every where ſurrounded them. During this night's work, they ſteered a hundred different courſes, to follow the channels.

Sunday 11, having worked out of the ice, they ſailed along the main body, which appeared perfectly ſolid and compact, without any paſſage or inlet. This immenſe maſs of ice extended north-eaſt, as far as they could ſee from the maſt-head; and, no doubt, might be a continuation of that in which they were engaged a few days before. The ſea was now tolerably clear, for they met with no more fields, and only a few detached iſlands. At half paſt one in the morning they ſaw the land from ſouth by weſt, to ſouth-ſouth-eaſt. At three in the morning they tacked; Cloven Cliff bearing ſouth-ſouth-eaſt ſix miles. At ſeven

tacked

tacked again. At eight the Commodore bore away, and the Carcaſe ſtood after him. Cloven Cliff ſouth one half weſt, two or three leagues, latitude 79 degrees 56 minutes north.

Monday 12, at eight in the evening Cloven Cliff bearing weſt-ſouth weſt four or five miles, they ſounded in fifteen fathoms water, and found a rocky bottom. Saw ſeveral Engliſh and Dutch Greenlanders at anchor in the Norways: That being their rendezvous to the northward, they never chuſe to proceed farther. Here they found the current ſetting ſo faſt to eaſtward, that they were forced to come to an anchor to keep from drifting on the ice; the ſwell from weſtward being ſo great, that had that happened, it would of conſequence have ſtaved the ſhips. At five in the morning a breeze from north-north-eaſt ſpringing up, they weighed, and made ſail. At eight Hacluit's Headland weſt-ſouth-weſt one half weſt, ſix or ſeven leagues, at noon latitude 80 degrees 2 minutes north.

Tueſday 13, the weather being clear and calm, and a ſtrong eaſterly current ſetting in, at eight in the evening they came to with their ſtream anchors and hauſers in forty fathoms water; but at nine a breeze ſpringing up from the eaſtward, they weighed, and next day came to an anchor in Smearingburgh Harbour. Cloven Cliff eaſt one half ſouth one mile. Weſt

point of Voogle land north-north-weſt one half weſt, diſtant one mile and a half; ſoundings fifteen fathom ſandy bottom.

Here they remained between five and ſix days to take in freſh water, during which time our journaliſt was employed in ſurveying the country, which to a ſtranger had a very awful and romantic appearance.

The country is ſtoney, and as far as can be ſeen full of mountains, precipices and rocks. Between theſe are hills of ice, generated, as it ſhould ſeem, by the torrents that flow from the melting of the ſnow on the ſides of thoſe towering elevations, which being once congealed, are continually increaſed by the ſnow in winter, and the rain in ſummer, which often freezes as ſoon as it falls. By looking on theſe hills, a ſtranger may fancy a thouſand different ſhapes of trees, caſtles, churches, ruins, ſhips, whales, monſters, and all the various forms that fill the univerſe. Of the ice-hills there are ſeven, that more particularly attract the notice of a ſtranger. Theſe are known by the name of the ſeven ice-burgs, and are thought to be the higheſt of the kind in that country. When the air is clear, and the ſun ſhines full upon theſe mountains, the proſpect is inconceivably brilliant. They ſometimes put on the bright glow of the evening rays of the ſetting ſun, when reflected upon glaſs, at his going down; ſometimes they appear of a bright blue, like ſapphire, and ſometimes like the variable

riable colours of a priſm, exceeding in luſtre the richeſt gems in the world, diſpoſed in ſhapes wonderful to behold, all glittering with a luſtre that dazzles the eye, and fills the air with aſtoniſhing brightneſs.

Smearingburgh harbour, where they landed, was firſt diſcovered by the Dutch. Here they erected ſheds and conveniences for boiling the oil from the fat of the whales, inſtead of barrelling it up to be boiled at home. Here alſo, allured by the hope of gain, they built a village, and endeavoured to fix a colony: but the firſt ſettlers all periſhed in the enſuing winter. The remains of the village may be traced to this day; and their ſtoves, kettles, kardels, troughs, ovens, and other implements, remained in the ſhape of ſolid ice long after the utenſils themſelves were decayed. Our voyagers were told, that the Ruſſians have lately attempted the ſame thing, and that ten out of fifteen periſhed laſt winter in this ſecond attempt.

Where every object is new, it is not eaſy for a ſtranger to fix which firſt to admire. The rocks are ſtriking objects: before a ſtorm they exhibit a fiery appearance, and the ſun looks pale upon them, the ſnow giving the air a bright reflection. Their ſummits are almoſt always involved in clouds, ſo that it is but juſt poſſible to ſee the tops of them. Some of theſe rocks are but one ſtone from bottom to top, appearing like an old decayed ruin. Others

conſiſt

conſiſt of huge maſſes, veined differently, like marble, with red, white, and yellow, and probably, were they to be ſawed and poliſhed, would equal, if not excel, the fineſt Egyptian marble we now ſo much admire. Perhaps the diſtance and danger of carrying large blocks of ſtones, may be the reaſon that no trials have been made to manufacture them. On the ſoutherly and weſterly ſides of theſe rocks grow all the plants, herbs, and moſſes peculiar to this country; on the northerly and eaſterly ſides the wind ſtrikes ſo cold when it blows from theſe quarters, that it periſhes every kind of vegetable. Theſe plants grow to perfection in a very ſhort time. Till the middle of May the whole country is locked up in ice; about the beginning of July the plants are in flower, and about the latter end of the ſame month, or beginning of Auguſt, they have perfected their ſeed. The earth owes its fertility, in a great meaſure, to the dung of birds, who build and breed their young here in the ſummer, and in the winter repair to more favourable climates.

The plants that are moſt common in Spitſbergen are ſcurvy-graſs and crows-foot; there are beſides ſmall houſe-leak, and a plant with aloe-leaves; an herb like ſtone-crop; ſome ſmall ſnake-weed; mouſe-ear; wood-ſtrawbery; periwinkle; and a herb peculiar to the country which they call the rock-plant. The leaves of this plant are in ſhape like a man's

man's tongue, above ſix feet long, of a dull yellow colour. The ſtalk is round and ſmooth, and of the ſame colour with the leaf; it riſes tapering, and ſmells like muſcles. It is an aquatic, and riſes in height in proportion to the depth of water in which it is found. There are other plants and herbs, but theſe are the chief. Of flowers, the white poppy ſeems the principal.

The rocks and precipices are full of fiſſures and clefts, which afford convenient harbour for birds to lay their eggs, and breed their young in ſafety. Moſt of theſe birds are water-fowl, and ſeek their food in the ſea. Some, indeed, are birds of prey; and purſue and kill others for their own ſuſtenance, but theſe are rare. The water-fowl eat ſtrong and fiſhy, and their fat is not to be endured. They are ſo numerous about the rocks, as ſometimes to darken the air when they riſe in flocks; and they ſcream ſo horribly, that the rocks ring with their noiſe.

There are a few ſmall birds like our ſnipes, and a kind of ſnow-bird, but different from that found about Hudſon's bay. The gentlemen ſhot ſome of the water-fowl, but they were ſtrong and ill-taſted.

The ice-bird is a very beautiful little bird, but very rare. He is in ſize and ſhape like a turtle-dove, but his plumage, when the ſun ſhines upon him, is of a bright yellow, like

the

the golden ring in the peacock's tail, and almoſt dazzles the eye to look upon it.

The other inhabitants of this forlorn country are white bears, deer, and foxes. How theſe creatures can ſubſiſt in the winter, when the whole earth is covered with ſnow, and the ſea locked up in ice, is hardly to be conceived. It has been ſaid, indeed, that when the ocean is all frozen over, and no ſuſtenance to be procured in this country, they travel ſoutherly to the warmer climates, where food proper for them abounds in the immenſe foreſts of the northern continent. But whoever conſiders the vaſt diſtance between Spitſbergen and the neareſt parts of the northern continent, will be as much at a loſs to account for the ſubſiſtence of theſe creatures in their journey, as in the deſolate region where they undoubtedly remain. The bear is by far the beſt accommodated to the climate of which he is an inhabitant. He is equally at home on land and water, and hunts diligently for his prey in both. In ſummer he finds plenty of food from the refuſe of the whales, ſea-horſes and ſeals, which is thrown into the ſea by the whalers, and cover the ſhores during the time of whaling; and they have beſides a wonderful ſagacity in ſmelling out the carcaſes of the dead, let them be ever ſo deeply buried in the earth, or covered with ſtones. The dead therefore that annually are buried here may contribute, in ſome degree,

to

to the ſubſiſtence of a few of theſe creatures in winter; but the queſtion will ſtill recur, how the race of them ſubſiſted before the whale-fiſhery had exiſtence, and before men found the way to this inhoſpitable ſhore. Diſquiſitions of this kind, as they are beyond the reach of human comprehenſion, ſerve only to raiſe our admiration of that omnipotent Being to whom nothing is impoſſible.

Theſe creatures, as they differ in nothing but their colour and ſize from thoſe commonly ſhewn in England, need no deſcription.

The foxes differ little in ſhape from thoſe we are acquainted with, but in colour there is no ſimilitude. Their heads are black, and their bodies white. As they are beaſts of prey, if they do not provide in ſummer for the long receſs of winter, it were, one would think, almoſt impoſſible for them to ſurvive; yet they are ſeen in plenty, though, by their ſubtlety and ſwiftneſs, they are not eaſy to be catched.

The Dutch ſeamen report, that when they are hungry they will feign themſelves dead, and when the ravenous birds come to feed upon them, they riſe and make them their prey.

But the moſt wonderful thing of all is, how the deer can ſurvive an eight months famine. Like ours they feed upon nothing that can be perceived, but the vegetables which the earth ſpontaneouſly produces; and yet for eight months in the year, the earth produces neither

plant, herb, ſhrub, or blade of any kind of graſs whatever. They are, beſides, but thinly cloathed for ſo ſevere a climate, and what ſeems ſtill worſe, there is not a buſh to be ſeen to ſhelter them, within the diſtance that any man has yet diſcovered. The means of their ſubſiſtence muſt therefore remain among the ſecrets of nature, never to be diſcloſed, as no human being can ever live here, ſo as to be able to trace theſe creatures to their winter's reſidence.

Amphibious creatures abound the moſt about the ſounds and bays of Spitſbergen, and they ſeem beſt adapted to endure the climate. Theſe are the ſeals, or ſea dogs, and morſes, or ſea horſes; of which the whalers avail themſelves, when diſappointed in compleating their lading with the fat of whales.

The ſeal is ſufficiently known; but the ſea-horſe, as it is a creature peculiar to high latitudes, is therefore more rare. It is not eaſy to ſay how he came by his name; for there is no more likeneſs between a ſea-horſe and a land-horſe, than there is between a whale and an elephant. The ſea-horſe is not unlike the ſeal in ſhape. He has a large round head, larger than that of a bull, but ſhaped more like that of a pug-dog without ears, than any other animal we are acquainted with. He tapers all the way down to the tail, like the fiſh we call a lump, and his ſize is equal to that of the largeſt ſized ox. His tuſks cloſe over his under jaw, like

thoſe

thoſe of a very old boar, and are in length from one foot to two or more, in proportion to the ſize and age of the animal that breeds them. His ſkin is thicker than that of a bull, and covered with ſhort mouſe-coloured hair, which is ſleeker and thicker, juſt as he happens to be in or out of ſeaſon when he is caught. His paws, before and behind, are like thoſe of a mole, and ſerve him for oars when he ſwims, and for legs to crawl when he goes upon the ice, or on ſhore. He is a fierce animal, but being unweildy when on land, or on the ice, is eaſily overcome.

Theſe animals are always found in herds, ſometimes of many hundreds together, and if one is attacked, the reſt make a common cauſe, and ſtand by one another till the laſt gaſp. If they are attacked in the water, they will fight deſperately, and will even attempt the boats of their purſuers, if any of them are wounded, and not mortally. Some of them have been known to make holes in the bottom of the boat with their tuſks, in defence of their young. Their eyes are large, and they have two holes in the upper part of the neck, out of which they eject the water, in like manner as it is ejected by whales.

Though the ſea about Spitſbergen is full of fiſh, yet they rather appear to be deſigned by Providence for the ſuſtenance of one another, than for the food of man. The mackarel, of

which there are no great plenty, ſeem not only to be the moſt wholeſome, and the moſt palatable, but alſo the moſt beautiful. They ſeem to be a different ſpecies to thoſe caught upon our coaſts. The upper part of the back is of a vivid blue; the other part as low as the belly of a gem-like green on an azure ground. Underneath the belly the colour is a tranſparent white, and the fins ſhine like poliſhed ſilver. All the colours glow when alive in the ſea with ſuch a richneſs, that fancy can hardly form to itſelf any thing in nature more beautiful. Almoſt all the other fiſh on this coaſt are of an oily nature, and of a very indifferent flavour.

The ſaw, or ſword fiſh, is remarkable not only for the oddity of his ſhape, but alſo for his enmity to the whale. This fiſh takes his name from a broad flat bone, in length from two to four feet, which projects from his noſe, and tapers to a point. On each ſide, it has teeth like a comb, at the diſtance of a finger's breadth aſunder. He is alſo furniſhed with a double row of fins, and is of aſtoniſhing ſtrength in the water. His length from ten to twenty feet. He ſeems to be formed for war, and war is his profeſſion. The conflict betwixt him and the whale is dreadful, yet he never gives over till his ſword is broken, or he comes off victorious.

The whale is a harmleſs fiſh, and is never known to fight but in his own defence. Yet when

when he is exaſperated, he rages dreadfully. Though from his magnitude, he may be called the ſovereign of the ſeas; yet, like other ſovereigns, he is liable to be vexed and hurt by the meaneſt reptiles. The whale's louſe is a moſt tormenting little animal. Its ſcales are as hard as thoſe of our prawns; its head is like the louſe's head, with four horns, two that ſerve as feelers, the other two are hard, and curved, and ſerve as clenchers to fix him to the whale. On his cheſt, underneath, he has two carvers, like ſcythes, with which he collects his food, and behind theſe are four feet, that ſerve him for oars. He has, moreover, ſix other clenchers behind, with which he can rivet himſelf ſo cloſely to his prey, that he can no otherwiſe be diſengaged, but by cutting out the whole piece to which he is joined. He is jointed on the back like the tail of a lobſter, and his tail covers him like a ſhield when he is feeding. He fixes himſelf on the tendereſt parts of the whale's body, between his fins, on his ſheath, and on his lips, and eats pieces out of his fleſh, as if eaten by vultures.

They found no ſprings of freſh-water in Spitſbergen; but in the valleys, between the mountains, are many little rills cauſed by the rain and melting of the ſnow in ſummer; and from theſe rills the ſhips are ſupplied. Some are of opinion, that this water is unwhole-

unwholeſome, but they are more nice than wiſe. The whaling people have drank of it for ages, and have found no ill effects from the uſe of it. Ice taken up in the middle of theſe ſeas and thawed, yields alſo good freſh water.

On board the Race Horſe, Dr. Irvine, the gentleman who received the premium by a grant of parliament, for his diſcovery of an eaſy proceſs for making ſalt-water freſh at ſea, tried many experiments at Spitſbergen, and in the courſe of the voyage; the reſult of which will appear at a proper time. That gentleman had formed a project for preſerving fleſh-meat freſh and ſweet in long voyages, but it did not anſwer in this.

In calm weather they remarked, that the ſea about the iſlands appeared uncommonly ſtill and ſmooth; that it was not ſuddenly moved at the firſt approach of blowing weather; but that when the ſtorm continued, the waves ſwelled gradually, and roſe to an incredible height.—Theſe ſwelling waves ſucceſſively follow one another, and roll along before the wind, foaming and raging in a frightful manner, yet they are thought leſs dangerous than thoſe that break ſhort, and are leſs mountainous.

They obſerved likewiſe, that the ice that reſted on the ground was not ſtationary, but that it changed place; and they learnt alſo, that in ſome ſeaſons there was no ice, where this ſeaſon they were in danger of being embayed.

There

There does not, however, from thence appear the leaſt reaſon to conclude, that any practicable paſſage to the Indian ocean can ever be found in this direction; for were it certain that the ſeas were always open under the pole, yet great bulwarks of ice evidently ſurround it, ſometimes at a leſs, and ſometimes at a greater diſtance. Moreover, were it poſſible that chance ſhould direct ſome fortunate adventurer to an opening at one time, it would be more than a million to one, if the ſame opening were paſſable to the next who ſhould attempt it.

There are many harbours about Spitſbergen, beſides that of Smearingburg, where ſhips employed in the whale fiſhery take ſhelter in ſtormy weather; and there are ſome iſlands, ſuch as Charles's Iſland, the Clifted Rock, Red-Hill, Hacluit's Headland, &c. that ſerve as landmarks, by which ſeamen direct their courſe. Theſe iſlands are full of the neſts of birds; but their eggs are as nauſeous as the fleſh of the fowls that lay them. The ſailors ſometimes eat them, but they are filthy food. Even the geeſe and ducks on the neighbouring iſlands eat fiſhy and ſtrong.

The air about Spitſbergen is never free from iſicles. If you look through the ſun-beams tranſverſely as you ſit in the ſhade, or where you ſee the rays confined in a body, inſtead of dark motes, as are ſeen here, you ſee myriads of ſhining particles that ſparkle like diamonds; and

and when the ſun ſhines hot, as it ſometimes does, ſo as to melt the tar in the ſeams of ſhips when they lie ſheltered from the wind, theſe ſhining atoms ſeem to melt away, and deſcend like dew.

It is ſeldom that the air continues clear for many days together in this climate; when that happens, the whalers are generally ſucceſsful. There is no difference between night and day in the appearance of the atmoſphere about Spitſbergen, one being as light as the other, only when the ſun is to the northward, you may look at him with the naked eye, as at the moon, without dazzling. The fogs here come on ſo ſuddenly, that from bright ſun-ſhine, you are preſently involved in ſuch obſcurity, that you can hardly ſee from one end of the ſhip to the other.

While our journaliſt was buſy in making his obſervations, all belonging to the ſhips were differently engaged in one employment or other; ſome in taking in water, ſome in fiſhing, ſome in hunting, ſome in handing the ſails, and ſpreading them out to dry, ſome in ſcrubbing the ſhip, and ſome in viewing the country. The Commanders and officers, with Mr. Lyon, Mr. Robinſon, &c. buſied themſelves in making obſervations, being furniſhed with an apparatus, that is ſaid to have coſt at leaſt one thouſand five hundred pounds. From ſuch a ſet of inſtruments, in the hands of the ableſt obſer-

obſervers, the nation can boaſt, ſome very conſiderable diſcoveries in the phenomena of the polar regions may be expected. They landed their inſtruments in a ſmall iſland, in Vogle Sound, and had ſeveral opportunities during their ſtay of uſing them to advantage. Having erected two tents, the Captains from the fiſhery frequently viſited the obſervers, and expreſſed their admiration not only at the perfection of the inſtruments, but likewiſe at the dexterity with which they were accommodated.

The ice began to ſet in a-pace, yet the weather was hot. The thermometer from fifty-ſix in the cabin roſe to ninety in the open air. It was ſtill ten degrees higher on the top of a mountain to which it was carried. The iſland on which the experiments were made, they called Marble Iſland, from the rock by which it is formed. Having watered, and finiſhed their obſervations, the ſhips prepared to depart.

Monday July the 19th, the Commodore made the ſignal to weigh; at two in the afternoon the ſhips were under ſail, and as ſoon as they had made their offing, ſtood to the eaſtward. At three they tacked and ſteered northward; and before four were again entangled among the looſe ice, through which they ſailed, directing their courſe along the main body, which lay from north-weſt to ſouth-ſouth-eaſt.

Tueſday the 20th, they continued their courſe along the ice, but could diſcover no opening,

though they ſearched every creek, and left no bay or turning unexamined. This day they obſerved what the ſailors call a mock-ſun, a phænomenon well enough known in this climate. Hacluit's Headland bore ſouth-weſt one half ſouth forty-ſix leagues; the weather cloudy, with rain; exceſſive cold. Thermometer 37 degrees 46 minutes.

Wedneſday the 21ſt, the ſeverity of the weather increaſing, an additional quantity of brandy was ſerved out to the people, and every comfortable refreſhment afforded them, that they themſelves could wiſh or require. The courſe of the ice lay this day north-eaſt.

Thurſday 22, nothing remarkable.

Friday the 23d, they ſaw land from eaſt by ſouth, to ſouth-eaſt by ſouth. At four in the morning, Hacluit's Headland bore ſouth-eaſt ten leagues; the wind variable, and the weather cold, with ſleet and ſnow. Thermometer 40 degrees.

Sunday 25, they had gentle breezes, with cloudy weather, and were engaged among ſome pièces of ice, ſeparated from the main body, which kept them continually tacking and luffing. At length they entered among mountains and iſlands of ice, which came upon them ſo faſt, that it was with the utmoſt difficulty they could proceed; the Carcaſe having ſeveral times ſtruck againſt them with ſuch violence, as to raiſe her head four feet out of the water. They now

now imagined, from the ſolidity and extent of theſe iſlands, that the late ſtrong gales had cauſed a ſeparation from the main body, the Commodore therefore changed his courſe with a ſtrong gale to the eaſtward; in the morning the weather became moderate.

Monday 26, at ſeven in the morning, they came in ſight of Red-hill, a ſmall mount which commands an open plain, known by the name of Deers-field, by reaſon of its fertile appearance, it being the only ſpot on which they ſaw no drifts of ſnow. To the eaſtward lies Muffin's Iſland. Here they ſounded, and found forty-five fathom water; rocky ground. Capt. Lutwich ſent out the long-boat, with orders to ſound along the ſhore, and to examine the ſoil. This iſland is about a mile long, very low, and looks at a diſtance like a black ſpeck. Though the ſoil is moſtly ſand and looſe ſtones, and hardly ſo much as a green weed upon it, yet it is remarkable for the number of birds that reſort to it in ſummer to lay their eggs, and breed their young; and theſe not of one kind only, but of many different ſorts, as geeſe, ducks, burgomaſters, ice-birds, malamucks, kirmews, rotgers, and almoſt every other ſpecies of birds peculiar to the climate; inſomuch, that the eggs were ſo numerous, and lay ſo thick upon the ground, that the men who landed found it difficult to walk without filling their ſhoes.

While the crew of the boat, ten in number, with their valiant officer at their head, were examining the iſland, after having ſounded the ſhores, they obſerved two white bears making towards them, one upon the ice, the other in the water. Major Buz, for that was their officer's travelling title, like Falſtaff, was always the boldeſt man in company over a cup of ſack, and minded killing a bear no more than killing a gnat; but ſeeing the bears approach very faſt, eſpecially that which came in the water, he ordered his men to fire while yet the enemy was at a diſtance, as he did not think it prudent to hazard the lives of his little company in cloſe fight. All of them pointed their muſkets, and ſome of the party obeyed orders; but the greater part judging it ſafer to depend upon a reſerved fire, when they had ſeemingly diſcharged their pieces, pretended to retreat. The Major, a full fathom in the belly, endeavoured to waddle after his companions; but being ſoon out of breath, and ſeeing the bear that came in the water had juſt reached the ſhore, thought of nothing now but falling the firſt ſacrifice. His hair already ſtood an end; and looking behind him, he ſaw the bear at no great diſtance, with his noſe in the air ſnuffing the ſcent. He had all the reaſon in the world to believe it was him that he ſcented, and he had ſcarce breath enough left to call to his men to halt. In this critical ſituation he unfortunately dropt his gun,

and

and in ſtooping to recover it ſtumbled againſt a gooſe-neſt, fell ſquaſh upon his belly into it, and had very nigh ſmothered the dam upon her eggs. The old ſaying is, misfortunes ſeldom come alone. Before he could well riſe, the enraged gander came flying to the aſſiſtance of his half-ſmothered conſort, and making a dart at the eye of the aſſailant, very narrowly miſſed his mark, but diſcharged his fury plump upon his noſe. The danger now being preſſing, and the battle ſerious, the bear near, and the gander ready for a ſecond attack, the men, who had not fled far, thought it high time to return to the relief of their leader. Overjoyed to ſee them about him, but frighted at the bear juſt behind him, he had forgot the gander that was over his head, againſt which one of the men having levelled his piece, fired and he fell dead at the Major's feet. Animated now by the death of one enemy, he recovered his gun, and faced about to aſſiſt in the attack of the ſecond. By this time the bear was ſcarce ten yards from him, and beginning to growl, the Major juſt in the inſtant was ſeized with a looſeneſs, dropt his accoutrements, and fell back, that he might not be in the way of his party, to impede the engagement. In the hurry he was in, for in a man of ſuch valour we muſt not ſay the fright, he entangled his buttons, and not being able to hold any longer, he filled his breeches. The crew in an inſtant had brought down the bear,

and

and now it was time for their leader to do ſomething great. Having recovered his arms, and ſeeing the poor beaſt groveling on the ground, and growling out his laſt, like a ram in a pinfold, making a ſhort race backwards in order to redouble his force, he came with nine long ſtrides forwards, and with the ſtrength and fierceneſs of an enraged bull, thruſt his lance full four feet deep in the dying bear's belly. And now, ſays the Major, cocking his hat, have not I done for the bear bravely! The ſailors, who are always in a good humour upon ſuch occaſions; but Captain, ſaid they, you have but half done your work, you have another bear to kill yet. The Major, whoſe ſituation began to be troubleſome, content with the honour he had already acquired, my lads, ſaid he, as I have been the death of one bear, ſure ſix of you may kill the other; ſo ordering four of them to row him on board, he left the remaining ſix to kill the other bear.

On this iſland two bears were killed, and a ſea-horſe. The ſea-horſe made a deſperate defence, being attacked in the water; and had there been only one boat engaged in the combat, he certainly would have come off victorious; but the crew of the Race-horſe having learnt that there were bears and ſea-horſes on this little ſpot, were willing to ſhare in the ſport of hunting them, as well as in the pleaſure of taſting their fleſh. They accordingly landed

landed in their boats, and came in good time to aſſiſt in purſuing the conqueſt. It happened, however, that their ammunition being almoſt ſpent, one great bear came up to revenge the death of his fellows, and advanced ſo furiouſly, growling and barking, that he put the whole company to flight, and ſome of them, it is ſaid, had no great reaſon to laugh at the Major.

On ſounding the ſhores they remarked, that when the north iſlands bear north forty-five eaſt, ſeven or eight leagues, and Red-hill eaſt by ſouth five miles, there is generally from twenty-five to thirty fathom hard ground; but that cloſer on ſhore, when Red-hill bears eaſt one-fourth ſouth about one mile, it increaſes to one hundred and fifteen fathom, with ſoft black mud. The current about one mile an hour to the north-eaſt.

Tueſday 27, the air being perfectly ſerene, and the weather moderate, the fiſhes ſeemed to enjoy the temperature, and to expreſs it by their ſporting. The whales were ſeen ſpouting their fountains towards the ſkies, and the fin fiſh following their example. They likewiſe this day ſaw dolphins; the whole proſpect in ſhort was more pleaſing and pictureſque than they had yet beheld in this remote region. The very ice in which they were beſet looked beautiful, and put forth a thouſand glittering forms, and the tops of the mountains, which they could ſee like ſparkling gems at a vaſt diſtance, had the

the appearance of ſo many ſilver ſtars illuminating a new firmament. But this flattering proſpect did not continue long. By an accurate obſervation, they were now in latitude 80 deg. 47 min. north; and in longitude 21 deg. 10 min. eaſt from London; and in ſight of ſeven iſlands to the north, to which they directed their courſe.

Wedneſday 28, they had freſh eaſterly breezes, which, from moderate weather the day before, changed to piercing cold. At midnight the weſt end of Weygate ſtraits bore ſouth by eaſt, ſo that they were now in the very ſpot where Barentz had ſuppoſed an opening would be found into the polar ſea. Yet ſo far from it, they could diſcover nothing from the maſt-head, but a continued continent of ſolid ice, except the iſlands already mentioned. On this ice, however, there were many bears, ſome of which came ſo near the ſhips as to be ſhot dead with ſmall arms. Theſe bears are very good eating, and where no better is to be purchaſed, the whalers account them as good as beef. They are many of them larger than the largeſt oxen, and weigh heavier. In many parts of their body they are muſket proof, and unleſs they are hit on the open cheſt, or on the flank, a blow with a muſket ball will hardly make them turn their backs. Some of the bears killed in theſe encounters weighed from ſeven to eight hundred weight; and it was thought, that the

bear

bear that routed the ſailors on Muſſin's Iſland, could not weigh leſs than a thouſand weight. He was, indeed, a very monſter!

Thurſday 29, ſailing among innumerable iſlands of ice, they found the main body too ſolid for the ſhips to make the leaſt impreſſion upon it, and finding no opening, the Commodore reſolved to ſend a party under the command of the firſt Lieutenant to examine the land, which at a diſtance appeared like a plain, diverſified with hills and mountains, and exhibited in their ſituation a tolerable landſkip.

On trying the water, it was leſs ſalt than any ſea water they had ever taſted; and they found likewiſe, that the ice was no other than a body of congealed freſh water, which they imagined had been frozen in the infancy of the earth.

Tueſday 30, the weather being clear, they ran cloſe to the main body of the ice, and the ſun continuing to ſhine, made them almoſt forget the climate they were ſailing in, but it was not long before they had reaſon for ſevere recollection. In coaſting along, they obſerved many openings, and were in hopes, from their diſtant appearance, that a paſſage might be made between them; but upon trial it was found, as the Dutch fiſhermen had foretold, that theſe appearances were deceitful. At one in the morning fine clear ſun-ſhine, they ſounded in ſixteen fathom water, and found ſmall ſtones at bottom. They were then about four

miles from the north-eaſt part of the northernmoſt land; the eaſternmoſt land in ſight, diſtant about five or ſix leagues.

Saturday 31, at midnight, the eaſternmoſt land in ſight lay eaſt-north-eaſt one half eaſt, which they could not make out to be an iſland. They rather judged it to be a continent, but found it impoſſible to determine with certainty, as it lay beyond their reach. At nine in the morning the Carcaſe hoiſted out her cutter, and filled her empty water-caſks with water from the ice. On this ice lie great quantities of ſnow, and as ſoon as a pit is dug, it fills with fine ſoft clear water, not inferior to that of many land ſprings. At noon they ſounded in ninety five fathoms, the ground ſoft mud. This day a bear came over the ice to viſit them, the firſt they had ſeen ſince they left Muffin's Iſland. They ſaluted him with a volley of ſmall arms, and he returned the compliment, by turning his back upon them. Their longitude was this day 21 degrees 26 minutes eaſt, by time-keeper. Thermometer forty-five.

Sunday Auguſt 1, proved a day of trial. Lying too among the cloſe ice, with the looſe ice driving faſt to ſhore, the Commodore was deſirous of ſurveying the weſternmoſt of the ſeven iſlands, which appeared the higheſt, in order to judge, from the proſpect on the hills, of the poſſibility of proceeding farther on the diſcovery. With this view they carried out

their

their ice-anchors, and made both ſhips faſt to the main body, a practice very common with the fiſhing ſhips that annually frequent thoſe ſeas. Of the reconnoitring party, were the Captains, the ſecond Lieutenants, one of the mathematicians, the pilots, and ſome choſen ſailors, ſelected from both ſhips. They ſet out about two in the morning, and ſometimes ſailing, ſometimes drawing their boats over the ice, they with difficulty reached the ſhore, where the firſt objects they ſaw were a herd of deer, ſo very tame, that they ſeemed as curious to gaze at the ſtrangers, as the ſtranges were pleaſed to ſee them; for they came five or ſix together ſo near, that they might have been killed with the thruſt of a bayonet; a proof that animals are not naturally afraid of man, till, by the fate of their aſſociates, they are taught the danger of approaching them; a proof too, that animals are not deſtitute of reflection, otherwiſe how ſhould they conclude, that what has befallen their fellow animals, will certainly happen to them, if they run the like riſque. The gentlemen, however, ſuffered only one of theſe fearleſs innocents to be fired at, and that was done by a ſailor when they were abſent on obſervation.

On this iſland they gathered ſome ſcurvy-graſs, and in many places they could perceive the ſides of the hills covered with the verdure on which theſe deer undoubtedly fed.

After having aſcended the higheſt hills on the ſea-coaſt, and taken a view of the country and the ocean all round, the gentlemen deſcended, and about five in the afternoon embarked again on their return to the ſhips, at which they arrived ſafe about ten, after an abſence of twenty hours. They were greatly diſappointed by the hazineſs of the weather on the tops of the mountains, which confined the proſpect, and prevented their taking an obſervation with the inſtruments they had carried with them for that purpoſe.

There is here a ſmall variation in the journals of the two ſhips; that kept on board the Commodore making the diſtance between the iſland and the ſhips near twenty miles; the other only five leagues, which might eaſily happen, as the ſhips ſhifted their ſtations with the main body of ice, ſometimes driving north-weſt, ſometimes the contrary courſe, as the wind and tides happened to ſit.

Their ſituation now began to be ſerious, and it was diſcovered too late, that by grappling to the ice, as practiſed by the Greenlandmen, they had endangered the loſs of the ſhips, the looſe ice cloſing ſo faſt about them, that they found it abſolutely impoſſible to get them diſengaged; and there was, beſides, great reaſon to fear, that one or both would ſoon be cruſhed to pieces. Great minds are ever moſt diſtinguiſhed by their expedients on the moſt alarming occaſions.

occaſions. The Commodore ſet all hands to work to form a dock in the ſolid ice, large enough to moor both ſhips; and by the alacrity with which that ſervice was performed, the ſhips were preſerved from the danger of immediate deſtruction.

The ſhips being thus far ſecured, the officers, pilots, and maſters, were all ſummoned on board the Commodore, to conſult on what further was to be done in their preſent unpromiſing ſituation; when it was unanimouſly agreed, that their deliverance was hopeleſs; and that they muſt either provide to winter upon the adjacent iſlands, or attempt to launch their boats into the open ſea, which was already at a conſiderable diſtance; for the looſe ice had poured into the bay in which they were at anchor with ſo much rapidity, and in ſuch aſtoniſhing quantities, that the open ſea was already far out of ſight. Before any thing farther was undertaken, the men were ordered to their quarters, that they might refreſh themſelves with ſleep.

While their Commanders preſerve their fortitude, the ſailors never loſe their courage. They roſe in the morning with as much alacrity and unconcern, as if they had been ſailing with a fine breeze in the Britiſh Channel.

Auguſt 2, it was now thought adviſeable to make one deſperate attempt to extricate the ſhips, by cutting a channel to the weſtward into

the open ſea. The ſcooping out the dock with ſo much expedition, by a party only of one ſhip, raiſed high expectations of what might be performed by the united labours of both the crews. No body of men ever undertook a work of ſuch difficulty with ſo much chearfulneſs and confidence of ſucceſs, as the ſailors obſerved on this occaſion. Their ice-ſaws, axes, ſledges, poles, and the whole group of ſea-tools, were in an inſtant all employed in facilitating the work; but after cutting through blocks of ſolid ice from eight to fifteen feet deep, and coming to others of many fathoms, that exceeded the powers of man to ſeparate, that was laid aſide as a hopeleſs project; and another more promiſing, though not leſs laborious, adopted in its room.

On the 3d of Auguſt, after the men had again refreſhed themſelves with ſleep, it was reſolved to fit up the boats belonging to both the ſhips with ſuch coverings as were moſt eaſy to be accommodated, and of lighteſt conveyance; and by ſkating them over the ice, endeavour to launch them in the open ſea. Could this be effected, they hoped, that by ſailing and rowing to the northernmoſt harbour of Spitſbergen, they might arrive at that iſland, before the departure of the laſt ſhips belonging to the fiſhery for Europe.

While the boats were getting ready for this expedition, a ſecond party were diſpatched to

the iſland, with orders to take the diſtance as exact as it was poſſible to the neareſt open ſea. As all the people belonging to the ſhips were not to be engaged in theſe ſervices, thoſe who were unemployed diverted themſelves in hunting and killing the bears, that now, attracted perhaps by the ſavory ſmell of the proviſions dreſſed on board the ſhips, came every day over the ice to repeat their viſits. Several of theſe were killed occaſionally, and this day they fought a ſea-horſe, in which engagement the ſecond Lieutenant of the Carcaſe ſignalized his courage in a moſt deſperate rencounter, in which, however, he ſucceeded, though his life was in imminent danger.

On the 4th the carpenters, &c. were ſtill employed in fitting up the boats. The pilots, who the day before had been ſent to make obſervations on the iſlands already mentioned, made their report, that the neareſt water they had ſeen was about ten leagues to the weſtward; that in their paſſage they had met with great numbers of ſpars or pine trees, floating about the iſland, ſome of them of conſiderable ſize, with the bark rotted off, and the bodies much worm-eaten; that there was neither tree nor ſhrub to be ſeen growing on any of the ſeven iſlands, nor upon any land that they had yet diſcovered in that latitude, nor for ten degrees farther ſouth, and that the trees they had ſeen muſt therefore have come from a great diſtance.

Though

Though there is nothing now in this obſervation, the like being annually obſerved by all the navigators who frequent thoſe ſeas in the ſummer, and who collect their wood from thoſe drifts, yet the country from whence they proceed has hitherto been thought a myſtery. But it being now certain, that many of the great rivers that flow through the northernmoſt parts of Ruſſia, empty themſelves into this ſea; and that there is an open communication throughout the different parts of it at different ſeaſons of the year, there ſeems very little reaſon to doubt, but that thoſe trees are torn up by land floods, and are precipitated into the ſea by the rapidity of the ſtreams.

It has indeed been objected, that all the wood that is found floating in this manner about the iſlands in high latitudes, is to a piece barked and worm-eaten; and that if theſe trees were torn up and precipitated into the ſea in the manner above ſuppoſed, ſome of it would appear ſound and unbarked, as in its firſt ſtate. To this it may be anſwered, that were the courſe of the tides to run as conſtantly to the northward, as the courſe of the rivers runs into the ſea, this objection would be unanſwerable. But the very reverſe is known to be the fact; and that neither the winds nor the tides tend to the northwards for any conſiderable part of the year; ſo that from the time theſe trees enter the ocean, it muſt, in the ordinary courſe of things, be many

ages

ages before they can reach the latitudes in which they are now found. Becauſe, if they are driven northwards by the ſtrength of a ſtorm from the ſouth, they will be driven in another direction by the next ſtorm that happens from another quarter; and all the while the calm continues, they will be driven to and fro by the tides, which, as has been obſerved, ſeldom ſet long to the north, therefore, being in continual motion for ages, or being caſt upon the ſhore by tempeſts, or high tides, and lying there expoſed to the air, till tempeſts or high tides return them again to the ocean, they will, in a long progreſſion of time, be reduced to the ſtate in which they are conſtantly found. This ſolution is, however, offered with diffidence. The fact is certain, of much wood being annually found about the iſlands in queſtion; and it is now of little importance from whence it proceeds, as a paſſage by the north eaſt to China will probably never more be ſought.

On the 5th they had gentle breezes; but about four in the morning ſmall ſleet. The ice ſtill ſurrounding them, and appearing to grow more and more ſolid and fixed, thoſe who had till now retained hopes that the ſouth-eaſt wind would again diſunite its ſubſtance, and open a paſſage for their deliverance, began to deſpair, as the wind had blown for twenty-four hours from that quarter, from which alone they could have relief, and not the leaſt alteration to be

perceived. The men, however, were as joyous as ever, and ſhewed not the leaſt concern about the danger of their ſituation.

Early in the morning, the man at the maſt-head of the Carcaſe gave notice, that three bears were making their way very faſt over the ice, and that they were directing their courſe towards the ſhip. They had, without queſtion, been invited by the ſcent of the blubber of the ſea-horſe killed a few days before, which the men had ſet on fire, and which was burning on the ice at the time of their approach. They proved to be a ſhe bear and her two cubbs; but the cubbs were nearly as large as the dam. They ran eagerly to the fire, and drew out from the flames part of the fleſh of the ſea-horſe that remained unconſumed, and eat it voraciouſly. The crew from the ſhip, by way of diverſion, threw great lumps of the fleſh of the ſea-horſe which they had ſtill left, out upon the ice, which the old bear fetched away ſingly, laid each lump before her cubbs as ſhe brought it, and dividing it, gave each a ſhare, reſerving but a ſmall portion to herſelf. As ſhe was fetching away the laſt piece they had to beſtow, they levelled their muſkets at the cubbs, and ſhot them both dead; and in her retreat, they alſo wounded the dam, but not mortally. It would have drawn tears of pity from any but unfeeling minds, to have marked the affectionate concern expreſſed by this poor beaſt, in the dying

dying moments of her expiring young. Tho' ſhe was ſorely wounded, and could but juſt crawl to the place where they lay, ſhe carried the lump of fleſh ſhe had fetched away, as ſhe had done the others before, tore it in pieces, and laid it down before them, and when ſhe ſaw that they refuſed to eat, ſhe laid her paws firſt upon one, and then upon the other, and endeavoured to raiſe them up. All this while it was pitiful to hear her moan. When ſhe found ſhe could not ſtir them, ſhe went off, and when ſhe had got at ſome diſtance, looked back and moaned; and that not availing her to entice them away, ſhe returned, and ſmelling round them, began to lick their wounds. She went off a ſecond time, as before, and having crawled a few paces, looked again behind her, and for ſome time ſtood moaning. But ſtill her cubbs not riſing to follow her, ſhe returned to them again, and with ſigns of inexpreſſible fondneſs, went round one and round the other, pawing them, and moaning. Finding at laſt that they were cold and lifeleſs, ſhe raiſed her head towards the ſhip, and, like Caliban in the tempeſt, growled a curſe upon the murderers, which they returned with a volley of muſket-balls. She fell between her cubbs, and died licking their wounds. If what is related by a voyager of credit in the laſt century be true, the filial fondneſs of theſe animals is no leſs remarkable than the maternal. The young ones,

ſays he, keep conſtantly cloſe to the old ones. We obſerved that two young ones and an old one would not leave one another, for if one ran away, it turned back again immediately, as ſoon as it did hear the others in danger, as if it would come to help them. The old one ran to the young one, and the young one to the old one; and rather than they would leave one another, they would ſuffer themſelves to be all killed.

Friday the 6th, the weather calm, but foggy, and the winds variable; they diſcovered that the drift of the ſhip, with the whole body of ice, inclined faſt to the eaſtward; and that they were already embayed in the very middle of the ſeven iſlands. They therefore ſent off the pilots of both ſhips, with a party of ſailors, to the northernmoſt iſland, to ſee what diſcoveries could be made from the promontories there. They returned at night, after a fatiguing journey, with a diſmal account, that nothing was to be ſeen from thence but a vaſt continent of ice, of which there was no end; and that the thought of wintering in ſuch a ſituation was more dreadful, than that of periſhing by inſtant death.

Saturday 7, the wind ſet in north-north-eaſt, veered to the north; to the north-eaſt and eaſt, piercing cold. This day the boats were all brought in readineſs on the ice, fitted with weather cloaths about thirteen inches above the gun-

gunnels, in order to keep off the cold as much as poſſible, if by good fortune they ſhould be enabled to launch them in an open ſea. This day was employed chiefly in boiling proviſions to put in the boats for the intended voyage; in delivering out bags to the men to carry their bread, and in packing up ſuch neceſſaries as every one could take along with him; for now every man was to be his own porter, the neceſſary proviſions and liquors being found load enough for the boats, and twenty-five days bread load enough for each man. This being adjuſted, when night approached they were all ordered on board to ſleep.

Thurſday 8, at ſix in the morning all hands were ordered to turn out, and a detachment of fifty men from each ſhip, headed by their reſpective officers, were appointed to begin the hard taſk of hawling the launces along the ice. The braveſt and gallanteſt actions performed in war, do not ſo ſtrikingly mark the true character of a ſea Commander, as the readineſs and alacrity with which his orders are obeyed in times of imminent danger. Every one now ſtrove who ſhould have the honour to be liſted in the band of haulers, of whom the Commodore took the direction, leaving Capt. Lutwych to take care of both the ſhips, that if any favourable turn ſhould happen in the diſpoſition of the ice, he might make uſe of the remaining part of both the crews to improve it.

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Upon a general conſultation of officers, previous to this undertaking, it had been agreed, and an order iſſued accordingly, that no perſon on board, of whatever rank, ſhould encumber himſelf with more cloaths than what he wore upon his back. Upon this occaſion, therefore, the officers dreſſed themſelves in flannels, and the common men put on the cloaths which the officers had thrown off. It was inconceivably laughable to ſee theſe motley bands yoked in their new harneſs; and, to ſay the truth, there was not one ſolemn face among the two companies. That headed by the Commodore drew ſtoutly for the honour of their leader, and that headed by their Lieutenants had their muſic to play to them, that they might dance it away, and keep pace with the Commander in chief. Indeed the officers who headed them were deſervedly beloved as well as their Commanders, particularly Lieutenant Beard, whoſe ſteady and uniform conduct in times of the greateſt danger, cannot be ſufficiently admired or applauded. Neither ſwayed by paſſion, nor diſconcerted by the ſudden embarraſſments that often intervened, his conduct was always calm, and his orders reſolute. He never was heard, during the whole voyage on the moſt preſſing emergencies, to enforce his commands with an oath, or to call a ſailor by any other than his uſual name; and ſo ſenſible were they of his manly behaviour, that, when the ſhip was paid

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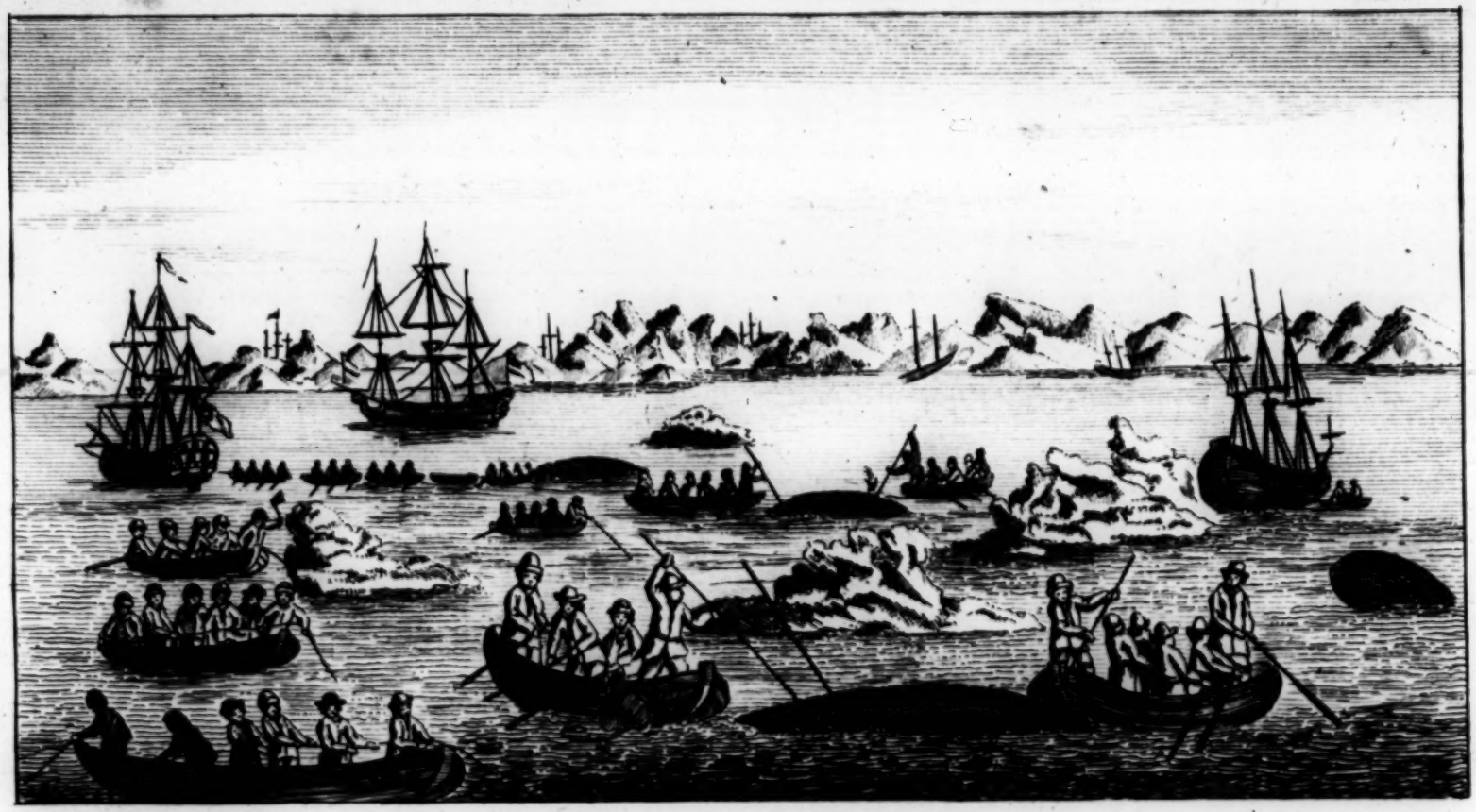
off at Deptford, they were only prevented by his moſt earneſt requeſt from ſtripping themſelves to their ſhirts, to cover the ſtreets with their cloaths, that he might not tread in the dirt in going to take coach.

In ſix hours, with the utmoſt efforts of human labour, they had only proceeded a ſingle mile; and now it was time for them to dine, and recruit their almoſt exhauſted ſpirits. As the Commodore had laboured with them, it was in character that he ſhould dine with them alſo; and an accident happened that made it neceſſary for him ſo to do. The Cook, with his mates, (who were bringing the Commodore and the officers their dinners under covers) to keep out the cold after coming from a warm fire-ſide, had made a little too free with the brandy bottle before they ſet out, and before they had got half way to the lances, the liquor began to operate; the Cooks were ſometimes very near boarding each other, ſometimes they hauled off, and ſometimes ſteered right a-head. At length coming to a chaſm, or parting of the ice, which they were obliged to leap, down came the maſter Cook, with diſh, cover, meat and all; and what was ſtill worſe, though it was not then thought of much value, the Commodore's common ſervice of plate, which the Cook carried for the officers to dine on, fell in the chaſm, and inſtantly ſunk to the bottom. This accident brought the Cook a little to himſelf, and he

he now ſtood pauſing whether he ſhould jump down the gulph after the plate, or proceed to the Commodore to beg mercy and make his apology. His mates perſuaded him to the latter, as the Commodore was a kind-hearted gemman, and would never take a man's life away for a ſlip on the ice. Beſides, it was a great jump for a fat man, and Commodore, they were ſure, had rather loſe all the plate in the great cabin, than loſe Cookie. Comforted a little by this ſpeech, the Cook proceeded, but let his mates go on firſt with what remained, to carry the tidings of what befell the reſt. When the Commodore had heard the ſtory, he judged how it was with them all. But where is the Cook, ſaid he to the mates? He's crying behind, an pleaſe your Honour. In the mean time the Cook came up. Cook, ſaid the Commodore, bring me your dinner. I will dine to-day with my comrades. My dinner! Ay, a pound of the fleſh next my heart, if your Honour likes it. The promptneſs of the reply ſhewed the ſincerity of the Cook's good-will, and pleaſed the Commodore better than a feaſt upon turtle. He diſmiſſed him with a ſmile, and partook with the officers in what was left, who made up their dinners with a meſs from the common men.

They had juſt begun to renew their labour, when word was brought, that the whole body of ice had changed its ſituation, and was moving



A View of the Whale Fishery.

ing to the weſtward; that the ſhips were both a-float; and that the ice was parting. The joy which this news diffuſed through the two companies of hawlers is eaſier to conceive than expreſs. They inſtantly ſhook off their harneſs, ran to aſſiſt in working the ſhips, and once more to reſume their proper employments. When they arrived at the ſhips, Captain Lutwych, who was no leſs beloved by his men than the Commodore, had by his example and his judicious directions done wonders. Both ſhips were not only a-float, with their ſails ſet, but actually cut and warped through the ice near half a mile. This ray of hope, however, was ſoon darkened; the body of ice ſuddenly aſſumed its former direction to the eaſtward, and cloſed upon them again as faſt as ever. While the ſhips remained in the ice-dock, they were laſhed together for their greater ſecurity, but now being launched and a-float, the ice preſſed upon them with ſuch weight, that it was every moment expected that the hawſer would break that held them together; orders were therefore given, that the hawſer ſhould be ſlackened, and the ſhips releaſed.

For the remainder of the evening, and till two in the morning, the drift continued eaſtward, and all that while the ſhips were in danger of being cruſhed by the cloſing of the channel in which they rode. They had now drifted two miles to the eaſtward; the men were

worn out with fatigue in defending the ſhips with their ice-poles from being engulphed; and now nothing but ſcenes of horror and perdition appeared before their eyes. But the Omnipotent, in the very moment, when every hope of deliverance from their own united endeavours had relinquiſhed them, interpoſed in their favours, and cauſed the winds to blow, and the ice to part in an aſtoniſhing manner, rending and cracking with a tremendous noiſe, ſurpaſſing that of the loudeſt thunder. At this very inſtant the whole continent of ice, which before was extended beyond the reach of ſight from the higheſt mountains, moved together in various directions, ſplitting and dividing into vaſt bodies, and forming hills and plains of various figures and dimenſions. All hearts were now again revived, and the proſpect of being once more releaſed from the frozen chains of the north inſpired the men with freſh vigour. Every officer and every idler on board laboured now for life. The ſails were all ſpread, that the ſhips might have the full advantage of the breeze to force them through the channels that were already opened, and to help them, like wedges, to rend the clefts that were but juſt cracking.

While the major part of the crews were employed in warping the ſhips with ice-anchors, axes, ſaws and poles, a party from both ſhips were diſpatched to launch the boats. This was

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no eaſy taſk to accompliſh. The ice, though ſplit in many thouſand pieces, was yet frozen like an iſland round the lances, and though it was of no great extent, yet the boats were of a weight hardly to be moved by the ſmall force that could be ſpared to launch them. They were beſides, by the driving of the ice, at more than five miles diſtance from the ſhips; and at this time no channels of communication were yet opened. But Providence was manifeſt even on this occaſion; for the iſland on which the lances ſtood, parted while the men were hauling them, and by that lucky circumſtance they were launched with great facility, without the loſs of a man, though the ice cracked, as it were, under their feet.

The people on board had not been able to force their way with the ſhips much more than a mile, when the party in the lances joined them. And now, excited by what curioſity or inſtinct is not eaſy to determine, ſeveral bears came poſting over the ice to be ſpectators of their departure, and advanced ſo near the ſhips, that they might have been eaſily maſtered, had not the men been more ſeriouſly employed.

This day they altered their ſoundings from thirty to fifty fathoms, and from fifty to eighty and eighty-five fathoms.

The breeze continuing freſh from eaſt-ſouth-eaſt and eaſt, the ice ſeemed to open as faſt as it had before cloſed when the wind blew

weſterly, and from the north; a ſtrong preſumptive proof of land to the eaſtward, which ſtopping the current of the looſe ice in driving from the north and weſt, cloſes it in courſe, and renders it compact. On the contrary, when the wind blows off the land, and the current ſets to the ſea, the looſe ice being no longer oppoſed, diſperſes itſelf again in the ocean, where it again floats, till the ſame cauſe produces the ſame effect. If therefore the land which our voyagers ſaw on the 30th, and which they could not determine with certainty to be an iſland, ſhould, upon ſome future occaſion, be diſcovered to be a continent, then the cloſing of the looſe ice ſo ſuddenly about the *ſeven iſlands*, and its crouding one piece upon another to a great height, when violently agitated by tempeſts from the north or weſt, will be fully and naturally accounted for.

Tueſday the 10th, about two in the morning, the fog being thick, and the weather calm, and the men very much fatigued, they were ordered to their quarters, to refreſh themſelves with ſleep. It was, beſides, very cold, and much rain fell; and as the wind was variable, they could make but little progreſs. The ice, in the morning early, ſeemed rather to cloſe upon them, than to divide; and being apprehenſive for their boats, they attempted to hoiſt the lances on board, but that belonging to the Carcaſe, being either too unweildy, or

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the men too much fatigued to effect it, they ſlung her to the ſhip's ſide.

About eight the breeze ſprung up freſh from the north-eaſt, exceedingly cold, but opening the ice to the weſtward. They then made all the ſail they could, driving with the looſening ice, and parting it wherever it was moveable with their whole force. Towards noon they loſt ſight of the *Seven Iſlands*. And in a very little while after, to their great joy, Spitſbergen was ſeen from the maſt-head.

Wedneſday 11, the men who, with hard labour, cold and watching, were much diſpirited, on the proſpect of a ſpeedy deliverance, and ſeeing the ice no longer adhere in immoveable bodies, began, after a little refreſhment, to reſume their wonted chearfulneſs. They had not till the ſecond cloſing of the ice, after the attempt to dig a paſſage through it had proved ineffectual, and that the hauling the lances had been tried with little better ſucceſs, diſcovered the leaſt deſpondency. But when they had exerted their utmoſt efforts, and Providence, which at firſt ſeemed to ſecond their endeavours, appeared to have forſaken them; when their pilots had filled their minds with the terrors of their ſituation; and their officers had given the ſhips and their moſt valuable effects over for loſt, the men then began to reflect on the hardſhips they were likely to ſuffer, and to be impreſſed with the ſenſe of their com-

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mon danger. Their apprehenſions, however, were but temporary, and the moment they were releaſed from their icey priſon, and that they were within ſight of a clear ſea, their ſorrow was changed to mirth, and their melancholy to rejoicing. Feſtivity and jolity took place of abſtinence and gloomy apprehenſions; and before they arrived at Spitſbergen, there was not a ſailor on board with a ſerious face.

The ice that had parted from the main body, they had now time to admire. As it no longer obſtructed their courſe, the various ſhapes in which the broken fragments appeared, were indeed very curious and amuſing. One remarkable piece deſcribed a magnificent arch ſo large and compleatly formed, that a ſloop of conſiderable burden might have ſailed through it without lowering her maſt; another repreſented a church with windows and pillars, and domes; and a third, a table with icicles hanging round it like the fringes of a damaſk cloth. A fertile imagination might here find entertainment enough; for, as has already been obſerved, the ſimilitude of all that art or nature has ever yet produced, might here be fancied.

They continued working all this day through the looſe ice. Hacluit's Headland bearing ſouth thirty-nine weſt, and in their courſe ſaw a Dutch Greenlandman in the ſouth-weſt quarter.

Thurſday the 12th, they cleared the ice, and bore away with all ſails ſet for the harbour of

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Smearingburg, in which they had before caſt anchor. At two in the afternoon they anchored in North Bay, the north part of Vogle Sound bearing north forty-five eaſt, diſtance about four miles. At half after four the Commodore made the ſignal to weigh; and at half paſt nine, came to an anchor in their former ſtation, where they found four Dutch Greenlandmen lying in readineſs to depart. Theſe Dutchmen acquainted the Commodore, that all the Engliſh fiſhing ſhips ſet ſail on the 10th of July, the day to which they are obliged by contract, to ſtay to entitle their owners to receive the bounty-money, allowed by Parliament for the encouragement of that fiſhery.

About the ſame time the greateſt part of the Dutch ſet ſail likewiſe from Spitſbergen, on their voyage home; but it is a practice with theſe laſt, to take it by turns to wait till the ſeverity of the weather obliges them to leave the coaſt, in order to pick up ſuch men as may by accident have loſt their ſhips in the ice; and who, notwithſtanding, may have had the good fortune to ſave their lives by means of their boats. This is a very humane inſtitution, and does credit to the Dutch Government. Did the Britiſh Government bear an equal regard for individuals, ſo many valuable ſubjects would never be ſuffered to migrate, as now annually hire ſhips to convey themſelves to ſeek their fortunes in new ſettlements. It is eſtimated,

that

that twelve thouſand at leaſt are yearly ſhipt off from Ireland, and not many leſs from England and Scotland, yet no meaſures are thought neceſſary to be taken to retain them at home.

The turn of waiting at Spitſbergen falls annually to the lot of about five Dutch ſhips, who are obliged to ſend out their boats daily in ſearch of their unfortunate fellow ſubjects; ſome of theſe boats have themſelves ſuffered ſeverely, and have been detained ſeven or eight days by ſevere weather in theſe excurſions, to the great anxiety of their friends.

The day of our voyagers return to Smearingburg Harbour being fine, the Commodore ordered a tent to be raiſed on the lower point to the ſouth-weſt, where there was a level plain for the ſpace of two miles, and where all the mathematical apparatus were again taken on ſhore for a ſecond trial.

They found, on the examination of the vibration of the pendulum, that it differed from that at Greenwich by Harriſon's time-keeper, only two ſeconds in forty-eight hours; which time-keeper, at their arrival at Greenwich, varied only one ſecond and a half from the time-pieces at the obſervatory there. Mr. Robinſon, who was articled to Commodore Phipps, from Chriſt's Hoſpital, and who does honour to that noble foundation, was particularly careful to note the reſult of all the obſervations that were made in this high latitude.

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The ovens were alſo here taken on ſhore, and a conſiderable quantity of good ſoft bread baked for the refreſhment of the men.

Hacluit's Headland, of which mention has been frequently made in the courſe of this voyage, is an iſland on the north-weſt point of Spitſbergen, about fifteen miles in circumference, on which is found plenty of ſcurvy-graſs; and in the valleys, ſome of which extend from two to three miles, there is ſtore of other graſs in ſummer, on which the deer is ſuppoſed to feed.

The people were now fully employed in overhauling the rigging, tarring the ſhips ſides, taking in water, peying and ſecuring the maſts, and in preparing the ſhips for purſuing their voyage upon diſcovery; or, if that was found impracticable, for returning home.

On the 16th, two of the Dutch ſhips weighed anchor, and ſailed away in company.

On the 17th, vaſt pieces of broken ice, ſuppoſed to have fallen from the Icebergs, came floating into harbour. When theſe pieces, which are undermined by the continual agitation of the ſea in ſtormy weather, loſe their ſupport, they tumble with a crack that ſurpaſſes the loudeſt thunder; but they were told, that no other thunder was ever heard in this latitude.

The activity and enterprizing ſpirit of the Ruſſians already noticed, begin to manifeſt itſelf every where, and it is not improbable, but

that the maritime powers may one day or other have cauſe to repent their emulation in contributing to aggrandize the naval power of that increaſing people. The dominions of the Ruſſian empire, are ſituated to command the trade of the univerſe; they are now actually erecting a yard for building ſhips at Kampſchatka, to improve their diſcoveries from that quarter, and to open a trade from thence to China. They have attempted to ſettle colonies, as our voyagers were told, on the ſouthernmoſt diſtricts of Spitſbergen, and thoſe of the new ſettlers, who ſurvived the firſt winter, were preparing to encounter the rigour of the climate in a ſecond. This can only be done by way of experiment, to try if a ſettlement is practicable, for thoſe now ſent are ſaid to be criminals.

During the ſix days which the ſhips anchored here to make obſervations, take in water, refreſh the men, and refit, our journaliſt made ſeveral excurſions to the adjoining iſlands, where the birds appeared in aſtoniſhing numbers; it being the ſeaſon for bringing forth their young, and teaching them to fly, and to dive.

Of all the birds that breed in theſe iſlands, the burgermaſter is the largeſt, and the moſt ravenous; he is ſo called by the Dutch, from his ſize and his authority, as he holds all the other birds in ſubjection. His bill is long and crooked, rather like that of the ſtork, than that of the hawk, and is of a yellow colour.

He

He has a red ring about his eyes; is web footed, but has but three claws on each foot. His wings are of a beautiful pearl colour, edged with white; his back a ſilver grey; his body white as ſnow, and his tail of the ſame colour, which when he flies he ſpreads like a fan. He builds his neſt very high in the rocks, inacceſſible either to bears or foxes. He preys upon all the other birds, and eats the carrion of fiſh or fleſh, or whatever comes in his way. His cry is horrible, and when he ſcreams, the mallemuch, a bird as large as a duck, is ſo much intimidated, that ſhe will ſink down, and ſuffer him to devour her without oppoſition.

Our journaliſt found it very dangerous to purſue his way over the hills and precipices in this rugged country. The clefts on the mountains are like thoſe in the ice frequently impaſſable; but they are abundantly more hazardous, being ſometimes concealed under the ſnow, ſo that a traveller is engulphed before he is aware. Many have been entombed in theſe clefts, and periſhed in the hearing of their companions, without a poſſibility of relief. To a contemplative mind, however, even the deformities of nature, are not unpleaſing, the wiſdom of the Creator being manifeſt in all his works.

On the 19th of Auguſt the ſhips unmoored, and on the twentieth they cleared the harbour. They found the tide to flow north-eaſt and

ſouth-weſt, and to riſe three feet ſeven inches perpendicular height.

On the 22d they again found themſelves beſet with looſe ice. They were then in latitude 80 degrees 14 minutes north, longitude 5 degrees 44 minutes eaſt.

On the 22d they had a heavy ſea from the ſouth-weſt quarter.

On the 23d the Carcaſe, being a heavier ſailer than the Race Horſe, loſt ſight of the Commodore, and fired a ſix-pounder, which was anſwered. In the evening they came in ſight, and purſued their courſe with favourable weather, and without any thing worthy of notice happening till

September 5, when, being clear and calm weather, the Commodore ſounded, and found ground with ſeven hundred fathoms, very ſoft mud. The people were employed eight hours in heaving up the lead with the capſtan. At three in the morning the ſun riſen, took the amplitude, and found the variation to be 22 degrees 53 minutes weſt.

September 7, at five in the afternoon, they had heavy ſqualls, with rain; at ſeven in the morning moderate weather. This day, in 60 degrees 15 minutes weſt, they found their longitude, corrected by obſervation of ſun and moon, to be 5 degrees 59 minutes eaſt. Longitude by time-keeper 4 degrees 45 minutes eaſt; a very remarkable difference.

The

The ſhips purſued their courſe home in company together, with high ſeas and variable weather, till

Sept. 11, when, at half after ten, the night dark, and the weather moderate, the wind all at once veered to the ſouthward, and a ſtrong gale with a great ſea came on. The ſhips parted, and never more came in ſight till they met off Harwich, on the Engliſh coaſt.

Our journaliſt being on board the Carcaſe, can now only relate what happened to that ſloop, till her arrival in the River Thames.

When the gale came on, the Commodore's lights not appearing, the Carcaſe fired a ſix-pounder, but that ſhot not being returned by the Race Horſe, it was concluded, that the Commodore was at too great a diſtance to hear the ſignal. At four in the morning the gale increaſing, they cloſe reefed the top-ſails, and employed all hands in laſhing and ſecuring the boats and booms, and preparing to withſtand the threatening ſtorm. At this time they were in lat. 57 deg. 44 min. north; the Naze of Norway bearing ſouth eighty-eight eaſt, diſtant thirty-one leagues.

Sunday, September 12, freſh gales, with frequent ſhowers of rain; handed gib and ſtay-ſail; at two in the afternoon hard ſqualls and violent ſhowers of rain; handed fore and mizen top-ſail; ſaw a ſail to ſouthward ſtanding to eaſtward; cloudy and obſcure ſky; at ten at night

night came on ſuddenly a very heavy ſquall; handed all the top-ſails; ſtrong gale, with ſevere ſhowers of rain. At midnight blowing a violent ſtorm of wind, reefed and handed the main-ſail and fore-ſail; lowered down the lower yards, balanced the mizen, and laid the ſhip too under it, with her head to the weſtward; the ſea making a free paſſage over the ſhip. Shipped ſuch heavy ſeas, waſhed all the proviſions and caſks that were laſhed on the deck, over board; kept two pumps continually going; obliged to ſkuttle the boats, to prevent their being waſhed over-board. At four in the morning ſhipped ſuch heavy ſeas, as waſhed all the booms and ſpars that had been with all poſſible care ſecured on the deck, over-board. The ſhip moſtly under water. No ſight of the Commodore; under great apprehenſions for his ſafety, as his veſſel laboured much more than ours. At this time one of the mates, the carpenter, and a fore-maſt-man, were waſhed over-board. The carpenter, a very careful ſober man, who was in the waſte, ſecuring the hatches and ſtores, was waſhed in and out at the ports three times, before he could ſecure himſelf. At ten in the morning rather moderate. Set the mizen-ſtay-ſail; ſwayed the lower yards up, and ſet the courſes. At half paſt eleven, ſtrong ſqualls and heavy guſts; handed both courſes; and ſettled the lower yards.

Sep-

September 13, ſtrong gales and ſqually. Continually ſhipping heavy ſeas. At three in the afternoon rather more moderate; ſet reef courſes; ſwayed up the lower yards, and ſet the main-top-ſail. The ſhip now making no water; at ſeven in the evening ſet fore-top-ſail and gib; very heavy ſea from ſouth-weſt quarter. At eight in the evening moderate and cloudy; let the third reef out of the main-top-ſail; ſounded thirty-five fathoms fine brown ſand. At one in the morning light airs, hazey weather, and great ſea. Wore ſhip, and ſtood to weſtward. At four freſh breezes, with rain. At half paſt eight ſaw a ſail to eaſtward; ſuppoſing it the Commodore, made the private ſignal, and fired a ſix-pounder. At nine bore down upon her, and brought her to. She proved a Hollander from Archangel, bound to Bremen. Courſe ſouth forty-two weſt, latitude fifty-ſix deg. four min. north.

September 14, ſtrong gales, and cloudy; under reef courſes. At two in the afternoon moderate; ſet main-top-ſail. At three ſet fore-top-ſail; a great ſea from weſtward. At ſeven in the evening moderate and cloudy. Out the third reef of the main-top-ſail; uncertain weather; ſqually, and at times much rain; at three great fog. This day, at noon, Flamborough-head ſouth forty-ſix weſt, diſtance thirty leagues.

September 15, light breezes, and clear weather; out all reefs, and ſwayed up the lower yards. At four in the afternoon ſaw a ſail to ſouth-eaſt; bore down, and brought her to. She proved to be a Pruſſian fiſherman, had been ten days from Edinburgh; hoiſted out the ſmall cutter; the ſecond Lieutenant went on board of her, and bought a fine cargo of fiſh. At five the boat returned; we hoiſted her on board, with plenty of mackarel and herrings. Made ſail, and ſtood to ſouth-weſt; ſounded every half hour; found from thirteen to fifteen, and eighteen fathoms, fine brown ſand, mixed with black ſhells. At ſeven in the evening took the firſt reef, and hauled in the top-ſails; freſh gales, and cloudy. At two in the morning deepened in water to twenty fathom. Took in ſecond reef of the top-ſails; tacked ſhip, and ſtood to north-weſt. At five in the morning got into fifteen fathom; and at ſeven into ten. At nine in the morning cloſe reefed the top-ſails, and at ten handed them; very freſh gale, and violent rain.

September 16, rather more moderate; ſet the main-top-ſail; ſqually, with rain; a confuſed ſea from weſt-north-weſt. At five in the afternoon ſoundings from five to twelve, from twenty-ſeven to thirty-two and thirty-four fathoms, fine brown ſand, black ſpecks, freſh gales, and cloudy. At eight took in firſt and ſecond reefs of top-ſails; at eleven at night cloſe

cloſe reefed the main and fore-top-ſail, and handed the mizen; freſh gales, and cloudy weather. At four in the morning ſhoaled water to twenty-two fathoms; brown ſand and broken ſhells. At five ſaw ſeveral ſail to north-weſt; fired, and brought one of them to. At eight ſhook the firſt and ſecond reefs out of the top-ſail; hove down upon a ſloop, which came from Graveſend; took on board the maſter, as a pilot to carry the ſhip through Yarmouth Roads; put on board one man in his room, and ordered his veſſel to follow us. Stood to the ſouthward.

September 17, freſh breezes, and cloudy weather; kept the lead going every half hour; found our ſounding from ten to twelve fathoms, fine brown ſand. At ſix in the afternoon freſh gales; cloſe reefed the main-top-ſail; ſoundings from ten to ſixteen fathom; broken ſhells and large ſtones. At ſeven cloſe reefed the main-top-ſail; kept a light in the poop-lanthorn for the ſloop. At ten ſtrong gales; handed the top-ſails; laid her to under the main-ſail; handed the fore-ſail. At eleven at night got into five fathom; but deepened to eight, nine, and ten fathom, brown ſand. Loſt ſight of the fiſhing veſſel; fired ſeveral guns, and made a ſignal in the mizen-ſhroud. On ſetting the fore-top-ſail ſtacil, it blew to pieces; bent a new one. A violent gale of wind; ſhipped a great quantity of water. At four rather mo-

derate; ſet the fore-ſail. At midnight ſet cloſe reefed top-ſails. At half paſt ſix tacked; at ſeven ſaw the fiſhing veſſel; bore down and ſpoke with her, who had ſplit her main-ſail in the night. At ten ſaw the land bearing ſouth-weſt by weſt, and ſouth and by weſt. At eleven being clear and moderate weather, ſhook all the reefs out of the top-ſails, and ſet the top-gallant-ſail; ſaw Cromer light-houſe, bearing ſouth 55 degrees weſt, diſtance five leagues.

September 19, freſh breezes and clear weather; bent the ſheet-cable, and hauled a range of the beſt and ſmall bower-cables; bent both buoy ropes and buoys to the anchor. At five light breezes and fair; tacked and ſtood to the ſouthward. At ſix tacked and ſtood to the north-weſt. Cramer north-weſt and by north four miles; light breezes, and pleaſant weather; handed in top-gallant-ſails, and handed the main-ſail. At ſeven in the evening, to our great joy, ſaw Yarmouth Church, bearing ſouth-weſt. At ten at night came to anchor with the beſt bower in twelve fathom, fine ſand and clay; veered out to half a cable, and handed all the ſails. Winterſtone Neſs lights bore ſouth and by weſt four miles. At two in the morning freſh breezes and cloudy. At half paſt four weighed, and made ſail. Employed in working from Winterſtone Neſs lights, to Yarmouth Roads, making ſeveral tacks. At

ſeven

ſeven in the morning ſet top-gallant-ſails; at nine came to an anchor in Yarmouth Road, with beſt bower in ſeven fathoms water; ſand and clay. Yarmouth church ſouth fifteen weſt, diſtance two miles. Came on board a pilot to carry the ſhip to the Nore.

September 20, freſh breezes and clear weather; ſent down top-gallant-yards, and got every thing clear for ſtriking tokens. At five in the afternoon moored the ſhip. Yarmouth church weſt-ſouth-weſt two miles.

September 21, freſh gales and cloudy, with frequent rain. At four in the afternoon ſent down top-gallant-maſt. At eight in the morning ſent the long-boat on ſhore for water. We were this day viſited by ſeveral of the inhabitants of Norwich and Yarmouth, who were genteelly entertained by the officers, but we could get no intelligence of the Commodore.

September 23, dark cloudy weather. At ſix in the evening ſwayed up the top-maſt, and lower yards; the wind veered to north-weſt, we prepared to unmoor. Freſh gales, with frequent flaſhes of lightning. At ſeven in the morning ſet on top-gallant-maſt, and began to unmoor. At eight veered away upon the beſt bower, and took up the ſmall bower-anchor. At nine weighed and made ſail. At ten got up the top-gallant-yards, in company with ſeveral ſhips.

Saturday 25, at five came to an anchor in eleven fathoms. Orford light-houſe eaſt by ſouth four miles. This day ſome religious books were diſtributed among the ſailors, which had been ſent on board by ſome pious perſon for their particular peruſal.

Sunday 26. At ſix in the evening came to with the beſt bower in ſeven fathoms water; Balſey church weſt by ſouth. At two in the morning weighed, and came to ſail; Harwich lights north-weſt by weſt. To their great ſurpriſe, ſaw the Race Horſe at anchor. Hoiſted out the cutter, and Capt. Lutwidge waited on the Commodore, from whom he learnt, that in the ſtorm of the twelfth they had all their boats waſhed over-board; and, to eaſe the ſhip, were obliged to heave all their guns over-board, except two. Came to anchor; Harwich church north-weſt.

Monday 27, at two in the afternoon weighed, and came to ſail in company with the Race Horſe. At eight in the evening came to in the Swin. At five in the morning weighed, in company as before. Turning up the Swin at half paſt nine, came to; Whitaker Beacon north-north-eaſt one mile.

Tueſday 28, freſh breezes and cloudy weather. At half paſt three weighed, and came to ſail. At half paſt ſix came to with the beſt bower in ſix fathom water; Shoe Beacon north-weſt. At half paſt five weighed, and came to ſail.

ſail. Working to windward at eleven in the forenoon, the Commodore's boat came on board, with orders to proceed to Deptford. At noon came to at the Nore with the beſt bower.

Wedneſday 29, light breezes and fair weather. At half paſt five weighed, and made ſail. Employed in working up the river. At half paſt ten came to with the beſt bower in the gallions, in three fathoms water. Woolwich church north by ſouth one half eaſt. At noon a hoy came along-ſide for the gunner's ſtores.

Thurſday 30, employed moſt of the afternoon in getting out the guns, and gunner's ſtores. At nine in the evening weighed, and came to ſail. At ten run foul of a large tranſport, and carried away the lar-board mizen-ſhrouds, and part of the channel. At one in the morning came to anchor at Deptford. Warped along-ſide the Bedford Hulk, and moored. At ſix unbent the ſails, and began to unrig.

Thus ended a voyage, which ſeems to have determined the queſtion ſo much agitated concerning the navigation to the north pole, and proved what Captain Wood had before aſſerted, that no paſſage would ever be found practicable in that direction.

From the quantities of ice which that navigator met with in latitude 76 north, longitude eaſt, he concluded indeed erroneouſly, that the

the 80th degree would bound the paſſage towards the poles, and that from thence the polar region was either a continued continent of ſolid ice, or that land filled up the intermediate ſpace.

It has been found, however, that thoſe ſeas are navigable as far as between the eighty-firſt and eighty-ſecond degrees of latitude; and it may poſſibly happen, that in ſome future years, they may be found navigable a degree or two farther: but it may now with certainty be concluded, that a courſe under the pole can never be purſued for the purpoſe of commerce.

We have already ſhewn inconteſtibly, that the north ſea communicates with the eaſtern ſea, and that the paſſage to China and Japan may be performed with difficulty by a north-eaſt courſe, by watching the opportunity, when a few days in the year the north ſea is open. But who would think of expoſing a ſhip's company to the hazard of being frozen to death in a tedious, uncertain, and dangerous paſſage, when a ſafe, certain, and, one may ſay, ſpeedy paſſage at all times lies open before them.

From Behring's diſcoveries to the eaſt of Japan, and from the continent he there met with, there ſeems reaſon to believe, that the land ſeen by Commodore Phipps to the eaſtward of the Seven Iſlands, might be a continuation of that continent. In that caſe it is not improbable, but that either that continent may join to the weſtern part of America, or that it may extend ſouthward,

ward, and form a part of that continent ſo much ſought after in the ſouthern hemiſphere.

A ſmall premium of two or three thouſand pounds ſecured by Parliament, to be paid to the owner or owners of any Greenland fiſhing ſhip, that ſhould be fortunate enough to diſcover ſuch a continent to the eaſtward or northward of the *Seven Iſlands*, might poſſibly have a better effect, than many expenſive expeditions fitted out ſolely for the purpoſes of ſuch diſcovery. This, by a trading nation, were it only to improve the ſcience of geography, would ſurely be well beſtowed.

It is true, indeed, that the reward ſecured by parliament for the diſcovery of a north-weſt paſſage, has not yet been attended with that ſucceſs, with which the promoters of the bill had flattered themſelves and the public, from the liberal ſpirit with which it was granted.

The Hudſon's Bay Company, though bound by their charter to further and promote the diſcovery, were generally ſuſpected, from intereſted motives, to oppoſe and diſcourage every attempt to accompliſh it. And Captain Middleton, who in 1740 was ſent in a king's ſhip upon that ſervice, returning without ſucceſs, was publicly charged with having received a bribe of five thouſand pounds to defeat the undertaking, and by his report to diſcourage any farther attempts in purſuit of it. This charge was ſtrongly ſupported, and generally credited.

credited. And Mr. Dobbs, by whoſe intereſt Captain Middleton was employed, had the addreſs to prevail with the then miniſtry, to preclude any future ſcheme of private corruption, by promoting the public reward already mentioned.

The preamble to the act will ſtate this matter in the true light it ſets forth, "That "whereas the diſcovery of a north-weſt paſ- "ſage through Hudſon's Streight to the weſtern "ocean would be of great benefit and advan- "tage to this kingdom, and that it would be "of great advantage to the adventurers to at- "tempt the ſame, if a public reward was given "to ſuch perſons as ſhould make a perfect diſ- "covery of the ſaid paſſage; it is therefore "enacted, that if any ſhips or veſſels belong- "ing to his majeſty's ſubjects ſhall find out and "ſail through any paſſage by ſea between "Hudſon's bay and the weſtern ocean of Ame- "rica, the owners of ſuch ſhips or veſſels ſhall "be entitled to receive as a reward for ſuch "diſcovery the ſum of TWENTY-THOUSAND "POUNDS." And as a farther encouragement to proſecute this diſcovery, and to prevent obſtructions from intereſted perſons, it was enacted, "that all perſons, ſubjects of his Ma- "jeſty, reſiding in any place where the ſaid "adventurers may come in the proſecution of "this diſcovery, ſhall give the ſaid adventu- "rers all aſſiſtance, and ſhall no way obſtruct,

"moleſt,

" moleſt, or refuſe the ſaid adventurers reaſon-
" able ſuccour in any diſtreſs they may fall
" into in the proſecution of this diſcovery."

Such was the encouragement, and ſuch the liberal reward that was and is ſecured by parliament to the fortunate diſcoverers of a north-weſt paſſage to the great pacific ocean; a paſſage which, it is generally believed, would open a trade with nations on the northern continent of America, wholly unknown to the maritime powers of Europe, and ſuppoſed, from their ſituation, to abound in commodities equally rare and precious with thoſe of any other country under the ſun.

The fair proſpect of acquiring fame by enlarging commerce, the hope of obtaining the parliamentary reward, and the deſire of expoſing the diſ-ingenuity of Captain Middleton, were incitements ſufficient to prevail with Mr. Dobbs to ſollicit the equipment of two ſhips for another voyage, which he made not the leaſt doubt would find out the paſſage ſo long ſought for in vain, and by the advantages attending the diſcovery, exceed the moſt ſanguine expectations of the adventurers.

The command of this expedition was given to Captain Ellis, who, on the 31ſt of May, 1746, paſſed Yarmouth in the Dobb's Galley, accompanied by the California Sloop, and convoyed to the north ſea by the Loo man of war. But in proportion as Mr. Dobbs had flattered the avarice of the adventurers who were to ſhare in the reward, and had elated himſelf with the thoughts of triumphing over the diſgrace of Captain Middleton, ſo it happened, that when the ſhips returned without having effected any one thing of conſequence, the chagrin of the former for having advanced their

money on a viſionary project, and the mortification of the latter in not being able to ſupport his charge, were increaſed by every circumſtance that could aggravate the diſappointment. Captain Middleton now triumphed in his turn, and no ſhip from England has ſince been induced to undertake the voyage, notwithſtanding the greatneſs of the reward.

It is now, however, believed, that Government have in contemplation another voyage to the north, to which that of Captain Phipps was only the prelude; but there is reaſon to conclude, from what has already been ſaid of theſe latter attempts, and from the ill ſucceſs of former undertakings, that the diſcovery of a north-weſt paſſage is not the ſole object in view. The figure of the earth, the phenomena of the winds, the variation of the compaſs, and the attraction of the magnet, are points yet unſettled, of infinite importance to navigation; and it is not impoſſible, but that a more careful examination of the polar regions may lead to the ſolution of problems, that have hitherto baffled the enquiries of the ableſt navigators.

A very ſlender acquaintance with the difficulties and hardſhips attending northern diſcoveries, will fully account for our knowledge of the countries ſurrounding the pole being ſtill very imperfect. A brief recapitulation of the ſufferings of thoſe to whom we are moſt indebted for our information, will not, we hope, be thought an improper concluſion to a voyage ſolely undertaken with a view to enlarge it.

The firſt who conceived the idea of exploring the northern regions was Sebaſtian Cabbot. That enterprizing navigator, long before Magellan thought of a paſſage to the pacific ocean

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by the ſouth-weſt, had made two voyages, with a view to direct his courſe to the ſame ſea by the north-weſt. In theſe voyages, he diſcovered Newfoundland, the coaſt of the Eſquimeaux Indians, and had penetrated as far as the 64th degree of latitude, when a mutiny among his men, or rather an obſtinate refuſal to proceed any further, obliged him to return; yet he died in the perſuaſion that a paſſage in that direction certainly exiſted, and that he ſhould have found it but for the oppoſition of his crew.

The next, who, prepoſſeſſed with the ſame notion, undertook a voyage for diſcoveries towards the north, was Sir Martin Forbiſher. He diſcovered Greenland, and in the latitude of 62 deg. north, paſſed a ſtreight, which, though it ſtill holds a place in our maps, has never been found navigable ſince. He made two other voyages, diſcovered many bays and capes, to which he gave names, but returned without attaining the principal object of his voyage, though, like his predeceſſor, he aſſerted the certainty of its exiſtence to his lateſt hour.

To him ſucceeded Sir Humphry Gilbert, who in 1583 traverſed the coaſt of Labradore, entered the mouth of the great river St. Laurence, and, ſurrounding the iſland of Newfoundland, laid the foundation of the cod fiſhery, which has been proſecuted with immenſe advantage to his country ever ſince.

The rapid progreſs of diſcoveries in the ſouthern hemiſphere, which about this time were attended with vaſt profit to the adventurers, re-animated cotemporary navigators to proſecute, with more ardour than ever, their enterprizes towards the north. The more the

pacific ocean became known, the firmer the belief prevailed, that a paſſage into it by way of the north muſt certainly exiſt, and that whoever could diſcover it, would not only immortalize his name, but enrich his country.

The merchants of that time were no leſs eager to embark their money, than the navigators were to hazard their perſons in any new project, where the hope of gain appeared to be well founded. A company therefore of wealthy perſons in London agreed to join a company of merchants in the weſt, and to fit out two ſhips for the diſcovery of a paſſage, which all agreed was practicable, though none could tell readily where to find it. To the command of this expedition Captain John Davis was ſtrongly recommended as an able navigator, and of a bold and enterpriſing ſpirit. Accordingly, on the 7th of June, 1685, he ſet ſail from Dartmouth, in the Sun-ſhine of fifty tons, and accompanied by the moon-ſhine of thirty-five tons, having on board both veſſels forty-two hardy ſeamen. On the 19th of July they were alarmed by a mighty roaring, which was the more terrible, as the fog was ſo thick, that they could not ſee each other at a ſhip's length. It proved only the crackling of the iſlands of ice, which was not then very well underſtood. On the breaking up of the fog they diſcovered land, which, from its horrid appearance, they named *the land of deſolation*. On the 24th they were in 64 deg. 15 min. north, the ſea open and the weather moderate. In this latitude they diſcovered land, and converſed with the natives, who appeared to be a harmleſs hoſpitable people, polite in their manners, neatly habited, and not ill favoured. Theſe friendly people, obſerving that the Eng-

liſh

liſh admired their furs, went up in the country to bring down more, with which they traded with much ſimplicity. To an adjoining hill Davis gave the name of Mount Raleigh, from which he took his departure on the 8th of Auguſt, and on the 11th doubled the ſouthernmoſt cape in view, to which he gave the name of the *Cape of God's Mercy*, and entered a ſtreight, which bears the name of the Diſcoverer to this day. In this ſtreight he ſailed ſixty leagues, and on the 14th went on ſhore, and found evident ſigns of human inhabitants, being met by a pack of dogs (twenty in number) that expreſſed their joy, as if their maſters had been returned after an interval of abſence. One of thoſe had on a leathern collar. The Captain was highly pleaſed with the promiſing appearance of the new ſtreights, and conſulting with the maſter, agreed to report, upon their return home, that they had found the wiſhed-for paſſage to the weſtern ſea.

The weather changing from temperate to exceſſive cold, on the 20th it was reſolved to ſet ſail for England. On the 12th of September they fell in with the land of Deſolation, and on the 30th of the ſame month entered the port of Dartmouth, without the loſs of a man.

The account Captain Davis gave to his owners was ſo well received, that other merchants were deſirous of joining in a ſecond expedition, and accordingly he was again employed, and furniſhed with a much greater force.

On the 7th of May he ſailed from Dartmouth in the Mermaid, of 120 tons, in company with the Sun-ſhine and Moon-ſhine as before, and an additional pinnace of thirteen tons, called the North Star.

In

In the latitude of 60 degrees north Captain Davis divided his force, ordering the Sun-ſhine and North Star to ſeek a paſſage between Greenland and Iceland, while the Mermaid and Moon-ſhine continued their courſe to the ſtreight as before. In the latitude of 64 degrees, and longitude 58 deg. 30 min. north from London, they fell again in with the land, and met the ſame people with whom they had traded the former year. Overjoyed to meet, they renewed their acquaintance, and while the Engliſh was preparing a pinnace to facilitate their diſcoveries, the natives came in numbers to carry on trade. As ſoon as the pinnace was fitted for ſea, Captain Davis diſpatched her to examine the inlets on the coaſt, and to trace their courſe up the main land; but that was productive of no eſſential diſcovery.

Though the natives attended them with an obſequious diligence, yet on their kindling a fire in their manner, and uſing ſome ſtrange ceremonies, Captain Davis ſuppoſing them to be uſing idolatrous ſorceries, firſt thruſt the prieſt into the ſmoke, and then encouraged his men to tread out the flame, and to ſpurn the reeking coals into the ſea. Unable to bear the inſult, the natives for the firſt time began to ſhew reſentment. They ſeized the boat from the ſtern of the Moon-ſhine, cut the cable belonging to the Mermaid, made prize of the implements that lay upon the ſhore, and, in ſhort, declared open hoſtilities againſt the aggreſſors, who in return diſcharged their artillery among them, which inſtantly diſperſed them.

No civilities, however, that could be ſhewn them, after the indignity offered to their prieſt, could ever after reconcile them, and the year following they found an opportunity to take a

ſevere

ſevere revenge. In the mean time one of them being made priſoner, was taken on board the Mermaid; who, after recovering his fright, trimmed up his darts, repaired his fiſhing tackle, picked okam, and ſet his hand to any thing he was ſet about; and, after a time, became a very pleaſant companion on board.

On the 17th of July, in latitude 63 degrees 8 min. north, they fell in with a continent of ice, very high, like land, with bays and capes, and, till they examined it cloſely, could not be convinced that it was a mere congelation. They coaſted it till the 30th, when the weather became ſo tempeſtuous and foggy, and withal ſo cold, that the ſhrouds, ropes, and ſails were frozen and glazed with ice; and the men, who the year before found the ſea open and the weather temperate, became ſo diſpirited, that in an orderly manner they addreſſed their Commander, and intreated him to conſider their preſent ſituation, to have regard to his own life, and the preſervation of theirs; and not, through boldneſs and an indiſcreet zeal for a hopeleſs diſcovery, leave their widows and fatherleſs children to blacken his memory with bitter curſes. Moved with their pitiable repreſentation, he diſcharged the Mermaid with thoſe who were moſt deſirous of returning home, and proceeded in the Moonſhine to proſecute his voyage. Changing his courſe to recover the oppoſite ſhore on the 1ſt of Auguſt, in latitude 66 deg. 33 min. north, and longitude 70 degrees weſt, he diſcovered land, without either ice or ſnow. On the 2d they caſt anchor in a fine road, and in a day or two were viſited by the natives, who came to traffic. On the 14th they ſet ſail to the weſtward, and on the 16th changed their courſe to the ſouthward.

On

On the 18th they diſcovered a high promontory to the north-weſt, which having no land to the ſouth, recovered their hopes of a free paſſage.

On doubling the Cape, they found the land trending away to the ſouth in broken iſlands, and coaſting along till they arrived at a fine opening, in latitude 57 degrees, they ſailed ten leagues, with woods and lawns on each ſide, abounding with deer and game of every kind. Here they ſtaid till the 1ſt of September, and then ſet ſail, coaſting along to the northward, where they were again flattered with the hopes of a paſſage, by obſerving a ſtrong current ruſhing in between two lands to the weſtward, which they were very deſirous of approaching, but the wind blew directly againſt them.

On the 6th, returning to their former ſtation, five of the crew fell into an ambuſcade; for having ventured on ſhore unarmed in their boat, they were ſuddenly aſſaulted from the woods, two of them killed upon the ſpot, two grievouſly wounded, and the fifth made his eſcape by ſwimming, with an arrow ſticking in his arm. The ſame evening a furious ſtorm aroſe, which laſted till the 10th, in which time they in a manner unrigged their ſhip, and were about to cut away her maſts by the board, the cable of their ſheet anchor parted, and they every moment expected to be daſhed upon the rocks, and to be made a prey by the ſavage cannibals of the country; but the ſtorm abating, and the ſea growing calm, they recovered their anchor on the 11th, and made ſail for England.

About the beginning of October they arrived at Dartmouth, where they found the Sunſhine, but the North Star having parted company in a hard gale on the coaſt of Greenland, was never more heard of.

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This undaunted mariner had yet the courage to undertake a third voyage, and then ſailed as far as the 73d degree of north latitude, but being deſerted by his companions, was forced to return in great diſtreſs to his old port. Upon his return he wrote a letter to his patron, aſſuring him, that he had found an open ſea in latitude 73 degrees north, and a ſtreight forty leagues broad, and concluded from thence that the paſſage was moſt certain.

From this period till the year 1610 we find no farther attempts made to revive this diſcovery; but in that year Mr. Henry Hudſon, one of the moſt celebrated mariners of his time, was prevailed upon to undertake a voyage that was purpoſely ſet on foot to make trial of his ſkill. He ſailed April the 7th, 1610, ſteering directly to Davis's Streights, he there changed his courſe to the weſtward, and ſtruck out a new track that no mariner had ever ſailed before, which led him through the ſtreight that ſtill bears his name into the great bay that bounds the American continent on the north-eaſt, and ſeems to communicate by various openings with the north ſea. Here he continued traverſing for almoſt three months in ſearch of a paſſage to the weſtward, but finding himſelf embayed, he ſtood to the ſouth, intending to winter in the mildeſt latitude the Bay would admit; accordingly, he is ſaid to have wintered in latitude 52 degrees north, longitude 80 degrees weſt, where on the 1ſt of November his ſhip was frozen in, and being ſcantily provided with proviſions, the crew mutinied, and in the end moſt barbarouſly contrived, as the writer expreſſes it, to turn the Captain, the carpenter, and all the ſick men out of the ſhip, who were never more heard of. After which the leaders

of the mutiny determined to make the beſt of their way for England; but in their paſſage home not a few periſhed, and thoſe who ſurvived ſuffered unſpeakable miſery.

But notwithſtanding this diſaſter, and that it was certainly known that the Captain and all who were left behind were either drowned, ſtarved, or murdered, the progreſs he had made in the diſcovery encouraged others to follow his track.

The next who adventured was Captain Button, a man of great abilities, courage, and experience. Patronized by Henry, Prince of Wales, he ſailed in 1611, and having paſſed Hudſon's Streights, purſued a different track from that of Captain Hudſon, leaving his diſcoveries to the ſouth, and ſhaping his courſe to the north-weſt.

After ſailing more then two hundred leagues, he fell in with a large continent, which, from its mountainous appearance, he named New Wales; but finding no paſſage to the weſtward, he followed the direction of the land to the ſouthward, till he arrived at Port Nelſon, where he wintered in 63 deg. 30 min. north; but, though he kept three fires in his ſhip conſtantly burning, and his company killed incredible numbers of white partridges and other wild fowl, yet many of his men periſhed by the ſeverity of the cold, which in that climate was almoſt inſupportable.

In 1615 Captain William Baffin undertook the examination of the extremity of that ſea into which Davis's Streights opened a paſſage, and he ſo far ſucceeded, as to determine its extent, and to diſcover an outlet marked in our maps, by the name of Sir Thomas Smith's Sound, which is probably the only communication between

tween our northern bays and the great pacific ocean, which nature has provided, in order to maintain a general circulation, without which it is hardly poſſible to conceive, that the equipoiſe of the globe could for a moment be preſerved.

In 1619 Captain John Munk, at the inſtance of his Daniſh Majeſty, undertook this diſcovery, and arrived ſafe at Cape Farewell, where, though the tackle of the ſhip was ſo frozen and full of iſicles, that the mariners could not handle the ropes, yet next day it was ſo hot, that they were forced to work in their ſhirts. He entered Hudſon's Streight in the month of July, and was forced to winter in latitude 63 degrees 20 min. north, on an iſland that ſtill retains his name; but the hardſhips he endured almoſt exceed belief. In May, 1620, he found himſelf alone in a cave dug in the earth, ſcarce alive, and almoſt morally certain, that all his mariners were dead. As ſoon as the weather would permit he crawled forth, and found, of all his crew, only two left. By removing the ſnow, they found ſome freſh herbs underneath, and by eating them, recovered from the ſcurvy. Unable to navigate their ſhips, they abandoned her to the ſavages, and, by a wonderful providence, got ſafe to Norway in the Pinnace. Being a man of uncommon reſolution, he was ſtill ſollicitous to perfect a diſcovery, which had baffled the reſearches of ſo many able navigators, and to acquire glory, by accompliſhing that which they had failed to attain. He aſſerted the exiſtence of ſuch a paſſage ſo confidently, and laid down the method of finding it ſo plauſibly, that he had perſuaded the merchants of Norway to raiſe a joint ſtock to defray the expences of a ſecond voyage; but ap-

plying to the King for his permiſſion and protection, and relating to him his own ſufferings, and thoſe of his companions in his former voyage, his Majeſty told him, he had already been the death of too many of his ſubjects, and wondered at his preſumption to ſeek to murder more. To which Monk gave a quick reply, which provoked the King to ſtrike him over his ſtomach with his cane. Whether the ſeverity of the blow, or the ſenſe of the indignity was the occaſion, is not certain; but he quitted the royal preſence with marks of ſtrong reſentment, and returning to his chamber, refuſed aſſiſtance, and three days after breathed his laſt.

Capt. Luke Fox and Capt. James were the next who profeſſedly engaged in this diſcovery; the firſt in a King's frigate, victualled for eighteen months; the other in a ſmall veſſel of ſeventy tons, built at Briſtol on purpoſe; victualled and equipped by private adventurers.

Captain Fox departed in the ſpring of 1631, traced all the weſtern bays diſcovered by former navigators, examined the weſtermoſt part of Hudſon's Bay, and returned in 1632. He publiſhed a pompous account of his diſcoveries, which, however, was never much regarded.

On the 3d of May, 1631, Captain James ſet ſail from the Severn's mouth, and on the 29th of June cleared Hudſon's Streights, where he found himſelf ſo peſtered with broken ice, as to put it out of his power to proſecute his diſcoveries to the north-weſtward, as he had intended; he therefore ordered his maſter to ſteer weſt ſouth-weſt, and on the 27th of July, after ſuſtaining moſt dreadful ſhocks, found his ſhip encloſed ſo faſt among the ice, that notwithſtanding it blew a hard gale, and all ſails ſet, ſhe ſtirred no more than if ſhe had been

been in a dry dock. It was now that the men firſt began to murmur, and the Captain himſelf was not without his fears, leſt they ſhould here be frozen up and obliged to winter in the middle of the ſea. By an obſervation which they made upon the ice, they found that they were in latitude 58 deg. 54 min. north.

On the 5th of next month to their great joy the ice opened, and on the 6th they were again in a clear ſea. On the 13th, ſeeing ſome breakers a-head, and looffing to clear them, the ſhip ſuddenly ſtruck upon the rocks, and received three dreadful ſhocks, but the ſwell heaved her over, and on pumping ſhe made no water.

They were now encumbered with rocks, as before they had been with ice, and in the moſt perilous ſituation that can be conceived, and ſo continued two nights and two days, every moment expecting to be daſhed to pieces. On the fog's clearing up they ſaw land from the north-weſt to the ſouth-eaſt by eaſt, with rocks and breakers. On the 16th they weighed and made ſail, when a ſtorm aroſe and drove them within ſight of Fort Nelſon. On the 17th they ſtood to the ſouthward. On the 20th they made land, in latitude 57 degrees north, where they caſt anchor, and call'd it the Principality of South Wales.

Having weighed, on the 27th they ſet ſail, and in the evening came in ſight of higher land.

On the 29th they ſaw a ſail, which proved to be Captain Fox, already mentioned. They ſpoke together, and, after exchanging mutual civilities, parted.

Captain James kept coaſting along the ſhore to make diſcoveries, and Captain Fox made the beſt of his way for England.

The Captain now began to think of a convenient place to winter in. In this attempt they

they met with ſo many diſaſters, that at laſt having no hope left, thay began to prepare themſelves to make a good end of a miſerable life. On the 19th they loſt their ſhallop, tho' laſhed to the ſhip by two hawſers, and to their inexpreſſible grief their boat was almoſt rendered irreparable.

Winter now began to ſet in a pace, the nights long, the days cloſe and foggy, the ſeas rough, and nothing but ſhoals and broken land to navigate. Added to all theſe the men began to ſicken, an univerſal dejection to prevail, and in proportion as their diſtreſſes increaſed, their ſtrength to bear up againſt them grew leſs every day.

On the 4th of November, being in latitude 52 degrees north, they fell in with an iſland, from which they found it impoſſible to depart. The men were quite worn down with fatigue, the ſails ſo frozen as not to be unfurled, the ropes congealed in the blocks, and the deck knee-deep in ſnow. In this forlorn condition they built a tent on ſhore for the ſick, and in this tent they kept fires continually burning night and day, but the cold increaſed ſo faſt, that beer, and even ſpirits, froze by the fire-ſide.

The ſufferings of the Captain and crew from the latter end of October when they landed, till the 2d of July, when they departed, are hardly to be parelleled.

This was the laſt voyage that was undertaken for the diſcovery of a north-weſt paſſage, till that of Captain Middleton, already related. From all which, and the opinion of Captain James after his return, there is great reaſon to conclude, that what we have ſaid of a north-eaſt paſſage is likewiſe true of a paſſage by the north-weſt, that it moſt certainly exiſts, but will never be found practicable for mercantile purpoſes.

FINIS.